

# Sustainability Appraisal

## SCOPING REPORT

PLANNING IN  
BROMSGROVE  
2004-2007



JULY 2005

**Bromsgrove District Council**  
Local Development Framework



**Bromsgrove - Local Development Framework  
Sustainability Appraisal  
Scoping Report (Draft)**

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**Introduction**

The land use planning system has a key role in delivering sustainable development and reflecting the aspirations and priorities of local communities. As such to promote sustainable development it is essential that sustainability considerations are built into the preparation and adoption of plans. The Sustainability Appraisal (SA) will report on the extent to which the implementation of plans will achieve the social, environmental and economic objectives by which sustainable development can be defined.

The undertaking of a SA is vital in the promotion of sustainable development and the better integration of sustainability considerations into the preparation and adoption of plans. SA will not be a separate activity but an integral part of the plan making process in Bromsgrove

**Purpose of this Report**

This report will set the context, objectives and establish the baseline for deciding the scope of the sustainability appraisal. In particular it will;

- identify environmental, social and economic objectives and aims contained in other relevant plans and programmes.
- identify and assess the broad environmental, social and economic characteristics of Bromsgrove District, and how these may change.
- from evidence resulting from the above work, identify the key issues that the Local Development Framework should address in the pursuit of sustainable development.
- set a timetable for carrying out the sustainability appraisal, including objectives against which future options and policies can be assessed, and indicators to monitor the objectives.

## **Sustainability Appraisal and Strategic Environmental Assessment**

European Directive 2001/42/EC requires that planning authorities undertake an 'environmental assessment' of plans that are likely to have a significant effect upon the environment. This process is referred to as 'strategic environmental assessment' (SEA).

In respect of planning legislation requirements, the Planning and Compulsory Act (2004) requires that local planning authorities undertake a sustainability appraisal (SA) of all emerging Development Plan Documents and Supplementary Planning Documents. As the SA and SEA processes are similar and involve a comparable series of steps, it is recommended that the SA and SEA processes are integrated.

It is also important to note the difference between the two processes. While the SEA focuses on environmental effects the SA is concerned with the full range of environmental, social and economic matters. Due to the incorporation of SEA into the SA process a greater emphasis has been placed on environmental issues when defining appraisal objectives than would have otherwise have been done if only a SA had been undertaken.

Any future documentation produced by Bromsgrove District Council in respect of sustainability assessment/appraisal will incorporate the requirements of both items of legislation and be called Sustainability Appraisal (SA). While the combined process will be called Sustainability Appraisal it will be made clear in all documentation how the requirements of the European Directive will be or have been met.

### **Methodology**

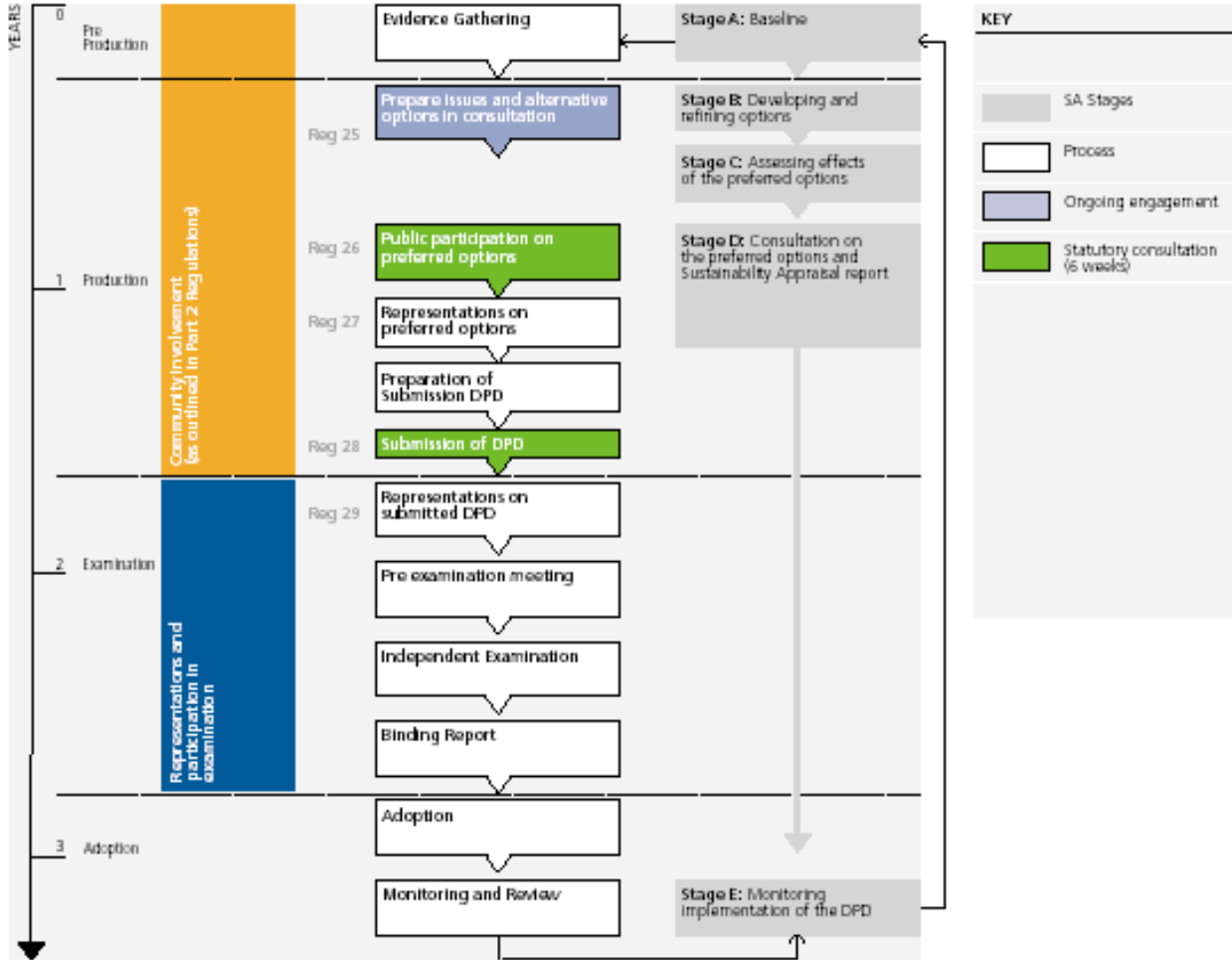
Sustainability Appraisal (which incorporates Strategic Environmental Assessment) assesses the environmental, social and economic impact of Development Plan and Supplementary Planning Documents. This Scoping Report has been prepared in accordance with the draft ODPM Consultation Papers , 'Sustainability Appraisal of Regional Spatial Strategies and Local Development Frameworks', which was issued in September 2004 and 'A Draft Practical Guide to the Strategic Environmental Assessment Directive' which was issued in July 2004.

The principle of assessing the environmental consequences of plans is not new. However, what the SA and SEA process require is the use of an explicit and systematic method to comprehensively and impartially identify and assess the environmental consequences of planning documents produced by the Council.

The Scoping Report covers the first stage of the process, Stage A – Baseline. The Scoping Report will provide the scope and level of detail for the initial and, subsequently, the final Sustainability Appraisal and Environmental Report to ensure a robust and comprehensive Sustainability Framework process to appraise plan documents in subsequent stages.

**Programme and stages of Assessment**

The Sustainability Assessment Process will run in parallel with the preparation of Local Development Documents. The diagram below highlights the different stages of assessment and they relate to the production of Development Plan Documents.



(ODPM, 2004)

Although the approach is presented as a sequence, relevant objectives, policies and proposals may be re-examined in light of information gathered through the SA process and in associated consultations.

The Council's Local Development Scheme sets out the timetable for production of Local Development Documents (LDDs). In the initial round of document production the Council is proposing to produce three LDDs, The Core Strategy (Development Plan Document), Managing Housing (Supplementary Planning Document) and Affordable Housing (Supplementary Planning Document). In respect of the Core Strategy, which will be the key strategic document in the Local Development Framework, the Council has the following timetable;

Timetable for production of the Core Strategy and links to the SA process

<b>LDF Stage</b>	<b>Stage in SA Process</b>	<b>Dates</b>
<ul style="list-style-type: none"> <li>• Evidence Gathering</li> </ul>	<ul style="list-style-type: none"> <li>• Develop Baseline Study and Scoping Report</li> </ul>	November 2004 to April 2005
	<ul style="list-style-type: none"> <li>• Consult on Scoping Report</li> </ul>	March & April 2005
<ul style="list-style-type: none"> <li>• Preparation of Issues and Options</li> </ul>	<ul style="list-style-type: none"> <li>• Developing and refining options</li> </ul>	April & May 2005
<ul style="list-style-type: none"> <li>• Consult on Issues and Options</li> </ul>	<ul style="list-style-type: none"> <li>• Consult on initial Sustainability Report</li> </ul>	June 2005
<ul style="list-style-type: none"> <li>• Prepare Preferred Options</li> </ul>	<ul style="list-style-type: none"> <li>• Assess effects of preferred options</li> </ul>	July to September 2005
<ul style="list-style-type: none"> <li>• Consultation on Preferred Options</li> </ul>	<ul style="list-style-type: none"> <li>• Consultation on Draft Sustainability Report</li> </ul>	September and October 2005
<ul style="list-style-type: none"> <li>• Consultation on Submission Document</li> </ul>	<ul style="list-style-type: none"> <li>• Consultation on Final Sustainability Report</li> </ul>	June and July 2006
<ul style="list-style-type: none"> <li>• Adoption</li> </ul>		September 2007
<ul style="list-style-type: none"> <li>• Monitor</li> </ul>	<ul style="list-style-type: none"> <li>• Monitoring implementation of Document</li> </ul>	Annual

## **The Environmental / Sustainability Report**

The Scoping Report will set the baseline and framework for assessing policy options. A Sustainability Appraisal Report will need to be prepared to document the findings of the assessment. This Report will be a key output of the SA/SEA process. The report will be prepared in two stages, an initial report at the Core Strategy Issues and Options Stage and full draft report at the Core Strategy Preferred Options Stage and SPD draft stage. As the Council are preparing the Core Strategy and two SPD's in parallel a single report will be produced to cover the assessment of all three documents.

In addition to information in the Scoping Report the Initial SA Report will set out:

- Any revisions of the plan objectives as a result of the initial SA process;
- When the appraisal was carried out, by whom, and who was consulted;
- The strategic options considered and how they were identified;
- Comparison of the social, environmental and economic effects of the options;
- How social, environmental and economic issues were considered in choosing the preferred options; and
- Proposed mitigation measures.

The Draft and Final SA Reports will be structured as follows;

1. Summary and outcomes
2. Appraisal Methodology
3. Background
4. Sustainability objectives, baseline and context
5. Plan issues and options and how they were identified
6. The effects of the preferred policies and mitigation measures
7. Implementation and proposals for monitoring



## **Consultation Strategy**

To ensure a robust and comprehensive sustainability appraisal is undertaken it is important that as many stakeholders as possible have chance to contribute their knowledge and influence the process.

## **Consultation on the Scoping Report**

The Environment Agency, the Countryside Agency, English Nature and English Heritage are 'authorities designated as bodies with environmental responsibilities' through the Environmental Assessment of Plans and Programmes Regulations 2004.

Before publication of the Draft Scoping Report the statutory bodies indicated above were sent a letter informing them of the Council's intention to undertake a Sustainability Appraisal (Incorporating the Requirements of the SEA Directive) of the first round of LDF documents.

These agencies must also be consulted for 5 weeks by plan making authorities in England on the content of the Scoping Report and SEA requirements. The District Council will additionally be inviting the statutory consultees to a workshop on the Scoping Report with Consultants on the 21<sup>st</sup> April 2005. Other agencies will also be consulted to provide feedback on the environmental, social and economic aspects of the Scoping Report. These will include:

### **Environmental Consultees**

- Worcestershire Wildlife Trust
- Severn Trent Water

### **Social Consultees**

- Bromsgrove Local Strategic Partnership
- Worcestershire Education Authority
- Redditch and Bromsgrove Primary Care Trust
- West Mercia Police
- Bromsgrove District Council Highways Partnership

## Economic Consultees

- The Redditch & Bromsgrove Chamber of Commerce
- Bromsgrove District Council Economic Development Officer
- Herefordshire & Worcestershire Learning Skills Council

This is not an exhaustive list but refers to the main consultation bodies. As part of the general public consultation exercise the Scoping Report will also be made available to members of the public and sent to relevant local groups. This period of consultation will be on the contents of the report in order to decide the scope and level of detail for the initial and final Sustainability Appraisal Report.

The Council must also be mindful of the level of detail that is provided in the Scoping Report, in that it will be a public consultation document and as such will need to be understood by a range of people. To encourage further stakeholder involvement an Executive Summary will be produced and a questionnaire will be circulated with all copies of the report. The report will also be posted on the Council's website and be available to download free of charge. Consultees will also be able to send comment on the content of the report online.

## **Consultation on the Sustainability Appraisal Report**

To meet the requirements of the SEA Directive the consultation bodies together with other stakeholders and the public will be consulted at appropriate stages throughout the production of the LDF documents and SA Report. The Council will take into account the responses received during each consultation process and publish its responses to the Preferred Options Plan and Draft SA Report at the same time as submission of the documents to the Secretary of State. The Council will clearly state their response to each representation and how it has or has not effected the production of the final document and reasons why. The table on the next page summaries the consultation process.

Summary table of consultation process

<b>Consultation Stage and Objectives</b> (LDF stage in brackets)	<b>Document</b>	<b>Consultation bodies/groups</b>	<b>Methods of Consultation</b>
Determination the plan requires SEA	None	<ul style="list-style-type: none"> <li>• Statutory bodies</li> </ul>	<ul style="list-style-type: none"> <li>• Letters</li> </ul>
Decision on scope and level of detail of the assessment	Scoping Report	<ul style="list-style-type: none"> <li>• Statutory bodies</li> <li>• Other relevant agencies and bodies</li> <li>• Identified Stakeholders</li> <li>• General Public</li> </ul>	<ul style="list-style-type: none"> <li>• Letters</li> <li>• Website</li> <li>• Workshop</li> </ul>
Initial sustainability appraisal of broad options (Issues and Options)	Initial SA Report	<ul style="list-style-type: none"> <li>• Relevant agencies and bodies</li> <li>• Identified Stakeholders</li> <li>• General Public</li> </ul>	<ul style="list-style-type: none"> <li>• Letters</li> <li>• Website</li> <li>• Public displays</li> <li>• Workshop</li> </ul>
Sustainability and environmental assessment of options and identification of preferred option (Preferred Options)	Draft SA Report	<ul style="list-style-type: none"> <li>• Statutory bodies</li> <li>• Other relevant agencies and bodies</li> <li>• Identified Stakeholders</li> <li>• General Public</li> </ul>	<ul style="list-style-type: none"> <li>• Letters</li> <li>• Website</li> <li>• Press notice</li> <li>• Workshop</li> <li>• Public displays</li> </ul>
Publication of proposed plan taking account of views (Submission Document)	Submission SA	<ul style="list-style-type: none"> <li>• Statutory bodies</li> <li>• Other relevant agencies and bodies</li> <li>• Identified Stakeholders</li> <li>• General Public</li> </ul>	<ul style="list-style-type: none"> <li>• Letters</li> <li>• Website</li> <li>• Press notice</li> <li>• Public displays</li> </ul>
Publication of final report after period of independent examination (Adopted)	SA Report	Adopted documents made available to Statutory bodies, stakeholders and the public.	<ul style="list-style-type: none"> <li>• Website</li> <li>• Letters</li> <li>• Press notice</li> </ul>

**Introduction**

Before an assessment is made of how policies in the LDF contribute to sustainable development sufficient information about the current and likely future state of the District needs to be collected to allow the plan's or programme's effects to be adequately predicted. This baseline information contained in Appendix 1 will provide the basis for predicting and monitoring effects and help to identify sustainability issues and problems.

From this it will be possible to devise 'sustainability objectives' against which plans and policies in the LDF can be tested to examine how they contribute to sustainable development. Initially this baseline will relate to strategic issues to reflect that the first document the Council will be producing will be the Core Strategy.

The study has been split into the following topics which reflect the requirements of both the Sustainability Appraisal Regulations and the Strategic Environmental Assessment.

**Social Characteristics of the District**

- Population
- Deprivation
- Community Safety
- Housing
- Education
- Transport
- Culture and Leisure

**Environmental Characteristics of the District**

- Biodiversity
- Landscape
- Air Quality
- Noise
- Soil and Land Quality
- Water Quality and Flooding
- Waste

Climate Change

Health

Historic Built Environment

### **Economic Characteristics of the District**

Economy

Material Assets

### **Summary Profile of the District**

The Bromsgrove District covers approximately 21,714 hectares and at 2001 had a population of 87,837, (2001 Census). Bromsgrove District remains largely rural, although it supports a varied and dynamic economy based on a range of small and medium sized businesses.

The area is well served by motorways, the M5 running north to south and the M42 from east to west. These routes connect with the M6 to the north of Birmingham and the M40 to the east. The District is also well served by train connections with a number of commuter routes passing through the District into Birmingham. Due to these links and the attractiveness of the area historically as a desirable place to live has resulted in sustained inward migration from the nearby conurbation.

Due to excellent strategic links the area has also become attractive to businesses considering expansion, relocation or establishing for the first time. As a result and combined with inward migration, there is continuing pressure to meet increased demand for leisure, health, education, housing and other personal and social requirements. The need for an improved highway network and better local transport facilities are inextricably linked to these developments.

## **Summary Analysis**

### **Introduction**

Below is a summary of the key environmental and sustainability issues arising from the baseline characterisation study. The full characterisation study is contained in Appendix 1. Following the analysis there are two summary tables. The first table details the key issues that have arisen from the study and possible cumulative or synergistic effects that could arise. The second table states potential indicators that could be used to measure the baseline.

### **Social Analysis**

The District has a rising population with a slightly higher older population than the national average. This older population has implications for service delivery including accessible transport options for the less mobile and suitable housing for the needs of the older person. As such the Local Development Framework (LDF) will need to take account of the specific needs of the District's slightly older population.

Generally the District has low instances of deprivation compared to other areas of the West Midlands. However there are small pockets of localised deprivation that need to be tackled. The LDF has a role to play in providing the land use framework within which regeneration and renewal can take place. Barriers to housing and services is identified as an issue of deprivation in rural areas. The provision of housing that meets the needs of rural communities and access to services, including public transport, jobs, healthcare etc are issues that need to be addressed.

Bromsgrove is a safe place to live. However, as with many other parts of the country, it is the fear of crime that is a concern rather than actual incidences of crime. The LDF can play a key role in ensuring safe neighbourhoods and development that designs out crime. Reducing fear of crime can also lead to less car use, a healthy population and increased use of local facilities as people feel safer exploring their local environment on foot.

It is clear from the housing needs study that the District has a clear under provision of social housing accommodation. This could be due to a number of factors including, lack

of affordable and available land, too much market housing compared to affordable housing and little on site affordable housing provision on market housing schemes. The level of in-migration pressure for affordable housing also needs consideration. Whatever the cause it is a serious issue that needs to be tackled through the LDF. Lack of future provision could have serious implications for the creation of sustainable mixed communities in the District.

To ensure that the countryside is protected and greenfield sites are not unnecessarily used for development then current high use of brownfield land will need to be continued with future growth linked to the availability of brownfield sites. However due to the finite amount of brownfield land available then new development cannot always be accommodated on brownfield land. This also has implications for the quality of local environments and an appropriate balance needs to be struck between the use of brownfield and greenfield sites.

A number of schools are the subject of a 'Private Finance Initiative' (PFI) programme supported by the County Council as Local Education Authority. Plans include the resiting and building of seven schools. This has implications in respect of the loss of greenfield land (including possible wildlife habitats), transport impacts and in some instances the impact of redundant buildings and vacant brownfield land.

Due to the number of schools included in the Private Finance Initiative (PFI) programme and its rebuilding or resiting proposals there will be environmental implications not just due to the loss of greenfield land and possible habitats but also people movements and the leaving behind of vacant brownfield sites.

### **Environmental Analysis**

The concentration of new development on brownfield sites not only protects the open aspect of the Green Belt but also it ensures the quality of the environment and important areas of biodiversity in the District are protected. However brownfield sites are not always devoid of wildlife and comprehensive assessments should be taken of these sites prior to development.

The District has a high amount of car use compared to public transport. This is perhaps explained by the proximity of the District to the West Midlands Conurbation and the employment opportunities it contains, the District's rural character and the excellent motorway and A road network. Improvements need to be made to the public transport infrastructure to try and halt the upward trend in car use. The LDF will need to address this problem and identify potentially radical approaches to effect change.

It is essential that options are provided in the District for the cultural and leisure needs of the population so as to promote sustainable communities and to reduce travel. The provision of facilities that meet the needs of the population and are easily accessible is vital to reduce travel and impact on the environment. The District also attracts visitors, primarily from the Conurbation, who explore the District's special landscape features such as the Lickey Hills. Visitors need to be able to access these recreational opportunities without using the car. A balance should be made between the value of maintaining allotments against the need to find land for development in sustainable locations.

The District has a landscape dominated by the Lickey and Clent Hills which form a natural barrier between the District and the Conurbation. The rest of the District is characterised by farmland and small woodlands. Trees play a very important role in the character of the District whether in wooded form or single urban trees. Accessibility to important landscape features must be balanced against their protection. Balance must also be achieved between maintaining the historic farmland character of the area and promoting diversification in the rural environment.

While the District has an efficient and comprehensive road system high volumes of traffic cause pollution problems. The Council has one Air Quality Management Area and has produced a strategy to improve the air quality in this area. The LDF will have a role in both attempting to improve air quality in this location and through the promotion of a more sustainable lifestyle better air quality throughout the District. However there are limits to what can be done as most of the traffic passes through the District. Increasing traffic on the main routes through the District also creates noise pollution issues. The main urban area in the District is particularly affected by road noise.



Climate change is sometimes wrongly seen as global issue tackled by Governments rather than at a local level. On a local level the improvement and promotion of public transport, business practices, new building techniques etc, can all help to reduce the effects, along with the implementation of LA21 projects associated with the sources of climate change.

Flooding is not seen as a significant issue in the District. However it is important to monitor the levels and amount of localised flooding that does occur especially that caused by water run-off. Sustainable Urban Drainage Systems can play an important role in reducing run-off and preventing pollution of water courses.

The District is constantly changing and further changes including the redevelopment of the town centre will have a major effect on the historic character of Bromsgrove Town. Outside the major urban areas there are remnants of historic farmsteads that are just as important to the character of the District as the more obvious and recognisable historic urban form. The massive growth that has occurred in the District since the 2<sup>nd</sup> World War has over time diluted the historic character and form of many of the settlements.

The District has a relatively healthy population. However this does not take account of how fit the population is or how much physical exercise is taken. The promotion of good health must be seen in a wider context than just about incidences of illness or the provision of health facilities and the associated land use implications of this. The LDF needs to help shape the commercial and cultural environment we live in so that it is easier to choose a healthy lifestyle. This can be through encouraging more exercise by walking and cycling generally promoting a healthier environment for people to live in.

### **Economic Analysis**

The District has a diverse economy. Historically the District's economy has been based on farming. While this does continue, over time as new employment areas have emerged then the economy has changed. There appears to be an imbalance between the type of jobs and pay available in Bromsgrove to the average wages of its population. Industries with higher paid jobs need to be encouraged to stay or locate in the District so as to correct this imbalance and reduce the daily flow of the population to other employment centres which is unsustainable.

### Relationships between issues and potential cumulative effects

The table below highlights any possible relationships between issues and the potential cumulative or synergistic effects of these relationships. In the future the SA process will assess the cumulative effects of proposed plan policies against sustainability objectives.

Topic / Issue	Related Topics / Issues	Comments on potential secondary, cumulative or synergistic effects
<b>Social Topics</b>		
S1 - Population	S2, S4, S5, S6, S7, EV3, EV7, EV9, EC1	The cumulative effect of an increasing population from both inward migration and birth rates can have an effect on a number of other issues. In particular, housing need, provision of education and transport infrastructure, air and noise quality and waste production.
S2 - Deprivation	S1, S3, S4, S5, S6, EV9, EC1	Deprivation can be linked to a low paying local economy, unaffordable housing, low education levels and a poor local natural and built environment. As such the cumulative effect of these can result in increasing levels of deprivation.
S3 - Community Safety	S2, EV2, EC1	The cumulative impact of poor and inadequate housing, a poor natural and built environment and deprivation can lead to a fear of crime.
S4 - Housing	S1, S2, S6, EV1, EV2, EV4, EV5, EV6, EV7, EV8, EV9, EC1	A secondary effect of flood protection measures within a new housing scheme could mean that flooding could occur in other parts of the District.

		<p>Combined with the effect on the landscape of developing housing on greenfield sites in Bromsgrove a secondary effect could be that brownfield sites in urban areas may not be redeveloped.</p> <p>The effect of concentrating housing development on brownfield sites leads to increased densities but also changes the character of areas. The cumulative development of houses and associated development such as road improvements can lead to loss of tranquillity, noise increase and strain on local services.</p>
S5 - Education	S1, S2, S7, EV9, EC1	The cumulative impact of developing a number of school sites at the same time can lead to significant changes in traffic movements and significant increase in brownfield land availability in the urban areas (compared to previous land availability rates).
S6 - Transport	S1, S2, S4, S7, EV1, EV2, EV3, EV4, EV8, EV9, EC1	A reduction in waste, less transport use and more sustainable use of material assets can lead to a slowing down in climate change.
S7 - Culture and Leisure	S1, S5, S6, EV1, EV2, EV10	The cumulative impact of a growing population and better transport access can lead to increased demand and support for increased leisure and cultural facilities. However increased demand can result in increase pressure for land to develop new facilities resulting in pressure on the existing natural and built landscape.

<b>Environmental Topics</b>		
EV1 - Biodiversity	S4, S6, S7, EV2, EV5, EV6, EV7, EV8, EV9	The infilling of brownfield sites and better use of urban land can lead to habitat fragmentation.
EV2 - Landscape	S3, S4, S6, S7, EV1, EV5, EV6, EV7, EV8, EV9, EV10,	The cumulative impact of a rising population and associated housing and infrastructure needs, unless properly managed, can have a detrimental impact on the landscape.
EV3 - Air Quality	S1, S6, EV4, EV7, EV8, EV9, EC1	<p>The combined benefit of having better air quality, water quality, lower deprivation, a tranquil living environment and accessible leisure opportunities would be a healthier and more content population.</p> <p>The growth of the economy, population to support it and also the development of additional supporting transport infrastructure can all cumulatively lead to lower air quality.</p>
EV4 - Noise	S4, S6, EV3, EV9	High incidences of noise adjacent to the M42 results from the cumulative impact of traffic increases.
EV5 - Soil and Land Quality	S4, EV1, EV2, EV6, EV7	Increased development can place pressure on existing watercourses leading to flooding of good quality farming land so reducing soil quality.

EV6 - Water Quality and Flooding	S4, EV1, EV2, EV5, EV8	Incremental development of housing on high density brownfield sites and associated infrastructure can lead to increased runoff and pressure on the drainage system leading to localised flooding and also higher water levels in brooks passing through the District.
EV7 - Waste	S1, S4, EV1, EV2, EV3, EV5, EV8, EC1, EC2	A reduction in waste, less transport use and more sustainable use of material assets can lead to a reduction in climate change.
EV8 - Climate Change	S4, EV1, S6, EV2, EV3, EV6, EV7, EV9, EV10, EC1, EC2	Climate change is a cumulative effect of the release of greenhouse gas emissions. Greenhouse gas emissions can be attributed to transport, housing and the economy. As such the cumulative effect of the unsustainable development of these will cause climate change.
EV9 - Health	S1, S2, S4, S5, EV1, S6, EV2, EV3, EV4, EV8, EC1	The cumulative impact of increased journeys by car resulting from poor public transport access, poor local retail choices, a badly designed local environment and poor access to green spaces can together lead to a decline in the health of the population.
EV10 - Historic Built Environment	S7, EV2, EV8, EC1, EC2	The cumulative impact of additional traffic and the resulting poor air quality and increased noise levels can lead to a deterioration of the fragile fabric of historic buildings

<b>Economic Topics</b>		
EC1 - Economy	S1, S2, S3, S4, S5, S6, EV3, EV7, EV8, EV9, EV10, EC2	High levels of employment result from good transport connections, affordable housing, inward investment, a trained workforce and a diverse local economy. As such the synergy of these factors work together to create high levels of employment and all the associated benefits to the individual and society.
EC2 - Material Assets	EV7, EV8, EV10, EC1	A reduction in waste, less transport use and more sustainable use of material assets can lead to a reduction in climate change.

### **Potential indicators to measure the baseline**

The table below details indicators that could be used to measure the baseline of each topic/issue and the source of the data.

<b>Topic / Issue</b>	<b>Potential Indicators</b>	<b>Data sources</b>
<b>Social Topics</b>		
S1 - Population	2001 census Countywide Population projections	Office of National Statistics 2001 Census Worcestershire county council
S2 - Deprivation	Index of multiple deprivation Benefit Claimants	ODPM indices of deprivation Office of National Statistics 2001 Census

S3 - Community Safety	Number of recorded crimes per 1000 population Types of crimes recorded Levels of people who fear crime	Home Office National Crime Statistics Home Office National Crime Statistics Worcestershire County Council, Citizens Panel
S4 - Housing	Housing completions Number of affordable homes built Average House price Average House price against earnings	Bromsgrove District Council, Housing land availability report Bromsgrove District Council, Housing land availability report Land Registry Land Registry / New Earnings Survey
S5 - Education	Performance of districts schools % of school leavers attending Higher Education Bromsgrove schools PFI project	DfES School and College Achievement and Attainment Tables Office of National Statistics 2001 Census Worcestershire LEA
S6 - Transport	Number of trips made by public transport Modal split of transport methods Methods of travel to work Length of districts cycle ways Daily motor vehicle flows	Worcestershire Local Transport Plan 2 Worcestershire Local Transport Plan 2 Worcestershire Local Transport Plan 2 Worcestershire Local Transport Plan 2 Worcestershire Local Transport Plan 2

S7 - Culture and Leisure	No of visitors to districts tourist attractions % of jobs in the Tourism sector Hectares of open space per 1000 population Participation in cultural and sporting activities No of sporting pitches per 1000 population.	Bromsgrove District Council Bromsgrove District Council Bromsgrove District Council
<b>Environmental Topics</b>		
EV1 - Biodiversity	Condition of SSSIs Biodiversity action plan targets	English Nature SSSI information Bromsgrove District Biodiversity action plan
EV2 - Landscape	Planning permissions affecting AGLVs / Landscape protection areas and Green Belt locations	Bromsgrove District Council
EV3 - Air Quality	No of Days per year of air pollution Levels of NO2 emissions Designation of AQMAs and condition of current AQMA Vehicle flows	Bromsgrove District Council local air quality management report Lickey End Air Quality Management Action Plan Worcestershire Local Transport Plan 2
EV4 - Noise	Vehicle flows through urban areas Number of noise related complaints received	Worcestershire Local Transport Plan 2 Bromsgrove District Council Environmental Health section



EV5 - Soil and Land Quality	% of new development on PDL No of contaminated land sites	Bromsgrove District Council Bromsgrove District Council
EV6 - Water Quality and Flooding	Quality of rivers, canals, freshwater bodies Number of planning permissions granted on Flood plains or major aquifers Number of new developments incorporating SUDS	Environment agency General Quality Assessment (GQA) of Rivers Bromsgrove District Council Bromsgrove District Council
EV7 - Waste	Household waste collection per year Percentage of Waste Recycled per year	The Joint Municipal Waste Management Strategy for Herefordshire & Worcestershire 2004-2034
EV8 - Climate Change	No of new developments with energy efficient design Transport related emissions Industry related emissions	Bromsgrove District Council Bromsgrove District Council local air quality management report
EV9 - Health	Life expectancy Percentage of population describing their health as good % of residents with limiting long term illness Access to a GP Access to local Green Space	Office of National Statistics 2001 Census Office of National Statistics 2001 Census Office of National Statistics 2001 Census Bromsgrove District Council

EV10 - Historic Built Environment	% of Built Environment covered by conservation areas	Bromsgrove District Council
	Number of planning applications received for work in conservation areas / on listed buildings	Bromsgrove District Council
	Local list of buildings of architectural merit	Bromsgrove District Council
	Buildings at risk list	Bromsgrove District Council
<b>Economic Topics</b>		
EC1 - Economy	Employment figures	Office of National Statistics 2001 Census
	Employment land supply	Bromsgrove District Council, Employment land availability report
	Town Centre Vacancy rates	Bromsgrove District Council
EC2 - Material Assets	Energy use of buildings Use of motor vehicles by employees for work purposes (in miles)	Bromsgrove District Council

### **Section 3      The Local Development Framework and other plans and strategies**

#### **Introduction**

The content of plans produced as part of the Local Development Framework (LDF) will be influenced by the social, environmental or economic objectives of other relevant plans and strategies. As such it is essential that the LDF objectives reflect the land use and development objectives of other strategies and plans. Spatial expression will therefore need to be given to those elements of other relevant strategies and programmes which relate to the use and development of land.

This Section identifies relevant international, national, regional and local plans and strategies that the Bromsgrove LDF will need to have regard to. Appendix 2 contains a table summarising the impact of each document on the LDF. This table documents relevant aims, objectives and targets and implications for both the Local Development Framework and Sustainability Appraisal. These are not exhaustive lists as other strategies and programmes will be produced and existing ones reviewed which could influence the production of the Bromsgrove LDF.

#### **International treaties or strategies influencing the Local Development Framework**

The LDF will need to reflect the requirements of relevant international strategies, treaties and legislation. The requirements of international treaties and strategies have generally been incorporated into national policy guidance. However it is still useful to identify relevant international treaties or strategies and how they may effect the preparation of the Bromsgrove LDF.

<b>International treaty or strategy</b>	<b>Comments</b>
The Rio declaration on Sustainable Development	Committed countries to the principles of sustainable development. Incorporated into national and regional planning guidance.
The Johannesburg Declaration on Sustainable Development	Re-affirmed nations' commitment to sustainable development. Incorporated into national and regional planning guidance.

Environment 2010: Our Future, Our Choice: The EU Sixth Environmental Action Plan	Aims for high level of protection of the environment and human health, and for general improvement in the environment and quality of life, Translated into national planning guidance.
EC Habitats Directive 92/43/EEC	Member states must take measures to maintain or restore natural habitats and wild species. General aims have been translated into national and regional guidance
EC Birds Directive 79/409/EEC	A framework for the conservation of wild birds. Translated into national and regional guidance
European Biodiversity Strategy	This strategy aims to anticipate, prevent and attack the causes of significant reduction or loss of biodiversity at the source. Incorporated into local biodiversity action plans.
The Kyoto Protocol	Enhancement of energy efficiency and the limiting and / or reducing of greenhouse gas emissions. Reflected in UK Climate Change Programme.
Aarhus Convention	Links environmental rights and human rights. It acknowledges that we owe an obligation to future generations. It establishes that sustainable development can be achieved only through the involvement of all stakeholders. It links government accountability and environmental protection. It grants the public rights and imposes on public authorities obligations regarding access to information and public participation and access to justice.
EU Air Quality Framework Directive 96/62/EC	Requires the control of levels of certain pollutants and the monitoring of their concentrations in the air.

## National Policies and Strategies influencing the Local Development Framework

The LDF will need to reflect the requirements of relevant National Planning Policy Statements (PPSs), old Planning Policy Guidance Notes (PPGs) and other relevant plans and strategies. PPSs issued by the Government provide the national policy framework to which all Development Plans must have regard to. The LDF must be in conformity with national planning policy and reflect National Government aspirations, as expressed through white papers and national strategies. The table below details relevant national policies and strategies and when they were adopted.

*Table 3 – National Policy Documents, Plans or Strategies that may influence the LDF*

<b>Title of National Policy Document, Plan or Strategy</b>	<b>Adopted</b>
Securing the Future – The UK Sustainable Development Strategy	2005
Sustainable Communities Plan	2003
Transport 10 Year Plan (2000)	2000
Urban White Paper	2000
Rural White Paper	2000
UK Climate Change Programme	2004
Energy White Paper	2000
The Countryside and Rights of Way Act	2000
PPS 1: Delivering Sustainable Development	2004
PPG 2: Green Belt	1995
PPG 3: Housing (as amended)	2000
PPG 4: Industrial, commercial development and small firms	1992
PPG 6: Town Centres and Retail Developments	1996
PPS 7: Sustainable Development in Rural Areas	2004
PPG 8: Telecommunications	2001
PPG 9: Nature Conservation	1994
PPG 10: Planning and Waste Management	1988
PPS 12: Local Development Frameworks	2004
PPG 13: Transport	1994
PPG 15: Planning and the Historic environment	1994
PPG 16: Archaeology and Planning	1990

PPG 17: Planning for Open Space, Sport and Recreation	2003
PPG 21: Tourism	1992
PPS 22: Renewable Energy	2004
PPS 23: Planning and Pollution Control	2004
PPG24: Planning and Noise	2001
PPG 25: Development and Flood Risk	2001

### **Regional Plans and Strategies influencing the Local Development Framework**

The LDF will also need to reflect the requirements of relevant regional plans and strategies. The recently adopted Regional Spatial Strategy (RSS) provides the planning framework within which the Bromsgrove LDF will have to operate. Any documents produced by the Local Authority must be in general conformity with the RSS. As such the LDF objectives must not conflict with the wider spatial objectives of the RSS. The aims and spatial objectives of the RSS are detailed in Appendix 2.

*Table 2 – Regional Plans and Strategies that may influence the LDF*

<b>Title of Regional Plan or Strategy</b>	<b>Time period</b>
Regional Spatial Strategy for the West Midlands	2004 to 2021
Regional Economic Strategy for the West Midlands	2004 to 2010
Regional Transport Strategy for the West Midlands	2004 to 2021
West Midlands Cultural Strategy	2001 to 2006
West Midlands Housing Strategy	2006 to 2021
West Midlands Sustainable Development Framework	Adopted 2005
Sustainable Communities in the West Midlands: Building Action for the Future	Adopted 2005

### **Local Plans and Strategies influencing the Local Development Framework**

The table below lists relevant local strategies or plans. The majority of these documents have been produced internally by other departments within the Council or in joint partnership with Worcestershire County Council. The key local document that the LDF must have regard to is the Bromsgrove Community Plan (2003–2013). This

document reflects the visions of the local community. As such it is intended that the LDF will adopt the vision and aims of the Community Plan. The Bromsgrove Community Plan identifies five priority areas, these are detailed in Appendix 2 together with the vision for each area and the objectives that are intended to be developed through the Local Development Framework.

*Table 1 – Local Plans and Strategies that may influence the LDF*

<b>Title of Local Plan or Strategy</b>	<b>Time period</b>
Bromsgrove Community Plan	2003 to 2013
Bromsgrove Corporate Plan	2005 to 2008
Local Air Quality Management Action Plan	Adopted 2004
A Community Strategy for Worcestershire	Adopted 2003
Sports Pitch Strategy	Adopted 2002
Housing Needs Survey	2005
Countryside & Access Recreation Strategy	Adopted 2004
Bromsgrove District Biodiversity Action Plan	Adopted 2000
Local Transport Plan	2001-2006
Community Safety Strategy	2002-2005
Local Agenda 21 Strategy	Adopted 2001
Contaminated Land Strategy	Adopted 2001
Tourism Strategy	2002 to 2005
Cultural Strategy	2002 to 2007
Arts Strategy	2003-2008
Redditch and Bromsgrove PCT Local Delivery Plan	2003-2006

**Introduction**

As shown in Section 3 and in Appendix 2 a framework of plans and strategies exists that will influence the LDF. The LDF Objectives were developed using evidence from the baseline characterisation study and the analysis of other plans and strategies. The proposed objectives for the Local Development Framework are detailed below.

Appendix 3 contains further details in a table which identifies the source of each objective, including its relationship to objectives from other plans and strategies, the baseline study and indicators that could be used to measure success.

**Social Objectives**

- Create communities where people want to live, work and socialise
- Meet the housing requirements of all members of the community
- Ensure the community has accessible healthcare
- Provision of leisure and educational facilities to meet the needs all the community
- Better quality of life through a safer and better designed urban and rural environment
- Promote thriving, balanced, inclusive and sustainable rural communities
- Ensure all members of the community have a viable choice of transport options
- Seek an improvement in retail opportunities and choices throughout the District

**Environmental Objectives**

- Protect our existing special natural environment
- Promote biodiversity enhancement
- Conserve and enhance the local built heritage
- Promote the enhancement of existing areas of conservation
- Seek to identify and protect further areas of historical and natural importance
- Seek to reduce travel and promote an improvement in sustainable transport options
- Promote efficient use of the earths resources and promote renewable energy
- Maintain the principles of Green Belt designation

**Economic Objectives**

- Maintain a high and stable level of employment by supporting economic modernisation
- Improve peoples access to job opportunities in new technologies



- Ensure opportunities for growth are linked to meeting the needs of the community
- Enable schemes that promote sustainable tourism
- Ensure sufficient sites are provided to ensure sustainable economic growth
- Provide positive support towards rural diversification
- Encourage cross-border economic linkages

### **Relationships between Objectives**

The LDF Objectives need to be tested against each other to identify possible synergies and conflicts. Appendix 4 contains a compatibility matrix which summarises the relationships between the objectives.

**Introduction**

Through an analysis of the baseline characterisation, the review of other plans and strategies and the results of a public participation exercise in March 2005 a number of key sustainability issues relevant have been identified. These issues are identified in table form in Appendix 5 together with the source of the issue.

**Identification of Sustainability Issues**

The identification of key sustainability issues provides an opportunity to then identify sustainability objectives and indicators to monitor change. A consultation on the draft Scoping Report is also due to be carried out with a number of key agencies that have environmental, social or economic responsibilities. This consultation will enable these bodies to comment on the issues and possibly suggest additional issues that we have not been covered. It will also enable these bodies to comment on the appropriateness and scope of the objectives, indicators and baseline assessment.

**Summary of Sustainability Issues**

A number of Environmental and Sustainability Issues were identified from the baseline study and the assessment of other plans and strategies. These are detailed below together with a brief summary of the issue:

- **Rising older population**

Bromsgrove has an above average retired population. Impact on service provision, housing needs and workforce availability.

- **Barriers to housing and services in rural areas**

The District has many small settlements without their own services. High house prices due to inward migration. Many local facilities and transport options considered unviable due to dispersed population.

- **Large identified greenfield sites for future development needs**

The District contains a number of large ADR sites that were formally Green Belt. They are all greenfield sites and some contain diverse habitats. The designations can act as a blight on an area. Balance

perceived development needs of District against actual need and loss of greenfield land.

- **Housing to meet local needs**

The new RSS requires that the District normally only provides housing for 'local needs'. This could have a positive effect on migration and reduce travelling and increase the affordability of housing.

- **Reducing fear of crime**

Bromsgrove is a low crime area however fear of crime is high. High fear of crime leads to increased use of 'safe' private transport and the avoidance of sustainable means of transport such as walking, cycling and public transport.

- **Under-provision of affordable housing**

Unaffordable housing for local people leading to social exclusion and harm to community life and networks.

- **Implications of redeveloping brownfield sites**

High density development within existing settlements can lead to a negative impact on local environments. Possible loss of green corridors and informal wildlife opportunities within existing derelict / underused sites if they are redeveloped.

- **School rebuilding and resiting programme**

Environmental impacts of using Green Belt and greenfield land for new schools. Opportunities to increase sustainability of buildings. Changes in traffic patterns. Leaving of vacant brownfield sites and resulting impact on local environments.

- **High car usage and congestion**

High incidences of car usage compared to public transport, cycling and walking leading to congested roads at peak periods.

- **Commuting out of District**

Commuting out to work not only has an impact on the pool of labour for businesses in the District but also house prices and high incidences of car usage throughout the District.

- **Local facilities to meet the needs of the population**

Facilities lost due to high housing development rates leading to an imbalance in service provision to population size.

- **Air quality**

Lower air quality due to high car usage and major motorways passing through District.

- **Changing economy**

The District is undergoing a change in its economy from heavy industry to high tech industries.

### **Policy Options**

During the process of preparing policies for the LDF a number of options must be considered as there is not necessarily one single way of meeting the needs of the population of Bromsgrove. Some options may be more sustainable than others, and to ensure that the Bromsgrove LDF contributes to sustainable development a number of different options will need to be assessed. At this early stage in the SA process only the broad policy options will be identified. These will be refined and possibly other options added after consultation.

The ODPM guidance on SA assessment describes options as the range of rational choices open to plan-makers for delivering plan objectives. Options put forward should be reasonable, realistic and relevant. Options should also be sufficiently distinct in order to highlight the different sustainability implications of each, so that in the future meaningful comparisons can be made. Some options are discrete, that is it involves a choice between one option or another. Options can also be grouped into sceneries and the 'most sustainable' option or a combination of options selected. There is also always the option to 'do nothing'.

The options must be realistic in that they take account of the requirements and policies of plans at a higher level. It is not possible for Bromsgrove to produce policies that conflict with higher planning policies at the regional or national level. As such it would be a wasted exercise to assess options that eventually could not be pursued. To avoid repetition the option to 'do nothing' has been omitted from each issue. This option will however be considered as part of the SA of each issue as the option to do nothing can sometimes turn out to be the most sustainable option and it is also useful to know what would happen without the influence of the LDF.

It is important to stress that the options below are only preliminary suggestions that are subject to consultation. Other issues or options may also come to light further in the SA process that will need to be assessed. The process of SA must be seen as a fluid process that is subject to change due to outside influences, including changes in the baseline and the publication of new planning guidance.

Initial Issues and Options Table

Sustainability Issue	Policy Options
Rising older population	<ul style="list-style-type: none"> <li>● Promote more retirement developments.</li> <li>● Improve accessibility to public transport.</li> <li>● Regenerate local centres to meet the needs of the older population.</li> </ul>
Barriers to housing and services in rural areas	<ul style="list-style-type: none"> <li>● Prevent reuse of essential village facilities.</li> <li>● Designate mixed use village centres.</li> <li>● Promote affordable housing developments in villages</li> </ul>
Large identified greenfield sites for future development needs (ADRs)	<ul style="list-style-type: none"> <li>● Use sites to improve local facilities.</li> <li>● Re-designate sites as Green Belt.</li> <li>● Ensure full environmental assessment of all sites</li> </ul>
Housing to meet local needs	<ul style="list-style-type: none"> <li>● Ensure all housing is only to meet local needs.</li> <li>● Allow for local population growth to support new services.</li> <li>● Allow limited market housing to support population growth with a high level of affordable housing.</li> </ul>
Reducing fear of crime	<ul style="list-style-type: none"> <li>● Incorporate minimum ‘design out crime’ standards in all new development.</li> </ul>

	<ul style="list-style-type: none"> <li>● Promote regeneration of ‘run down’ town and village centres.</li> <li>● Promote safer walking and cycling routes.</li> </ul>
Under-provision of affordable housing	<ul style="list-style-type: none"> <li>● Promote 100% affordable housing schemes.</li> <li>● Develop policies that allow limited market housing that cross funds new affordable housing units.</li> <li>● Redevelop Council owned Town Centre sites with a high number of affordable housing units.</li> </ul>
Implications of redeveloping brownfield sites	<ul style="list-style-type: none"> <li>● Require full environmental assessment of all brownfield sites prior to development.</li> <li>● Ensure minimum design and open space standards.</li> <li>● Ensure development reflects the character of the area.</li> </ul>
School rebuilding and resiting programme	<ul style="list-style-type: none"> <li>● Require full environmental assessment of all school sites prior to development.</li> <li>● Ensure minimum sustainable building standards.</li> <li>● Ensure sustainable transport access to all sites.</li> </ul>
High car usage and congestion	<ul style="list-style-type: none"> <li>● Ensure new developments contribute to improvements in public transport.</li> <li>● Support improvements to public transport interchanges.</li> <li>● Ensure housing and employment are located together in mixed use developments.</li> </ul>

<p>Commuting out of District</p>	<ul style="list-style-type: none"> <li>● Allocate additional employment land to encourage major businesses to relocate to Bromsgrove.</li> <li>● Promote an improvement in transport routes out of the District.</li> <li>● Ensure housing is only provided where it matches employment growth.</li> </ul>
<p>Local facilities to meet the needs of the population</p>	<ul style="list-style-type: none"> <li>● Resist change of use of essential local facilities to residential.</li> <li>● Develop a minimum services list for each town and village.</li> <li>● Promote the use of Council owned land for new facilities.</li> </ul>
<p>Air quality</p>	<ul style="list-style-type: none"> <li>● Reduce the need to travel by car by enhancing public transport options.</li> <li>● Maintain buffer zones between new housing and major roads.</li> <li>● Encourage dense tree growth close to major roads to ‘soak’ up pollution.</li> </ul>
<p>Changing economy</p>	<ul style="list-style-type: none"> <li>● Designate new employment sites to meet the needs of ‘new industries’.</li> <li>● Ensure old employment uses in sustainable areas are not lost to housing redevelopment.</li> <li>● Promote more mixed use schemes will small starter units.</li> </ul>

**Introduction**

The Sustainability Appraisal Framework is central to the Sustainability Appraisal process as it provides, through the defining of objectives, a way in which sustainability effects can be described, analysed and compared. An objective is a statement of what is intended, specifying a desired direction of change.

The overall aim of the appraisal process is to help ensure that the LDF makes an effective contribution to the pursuit of 'sustainable development'. The sustainability objectives are distinct from the objectives of the plan, though they may in some cases overlap with them.

A set of sustainability objectives have therefore been devised which aim to ensure the sustainability of the District is improved. These are based on the sustainability issues affecting the District, as identified in the baseline study, plans and strategies affecting the LDF and consultation with the public including feedback from the Local Strategic Partnership.

**Sustainability appraisal objectives**

Sustainability Appraisal objectives provide a yardstick against which the social, environmental, and economic effects of a plan can be tested. The first step in assessing the sustainability effects of a plan is the defining of objectives. Sustainability objectives can include both externally imposed objectives from other plans and programmes and others devised specifically in relation to the context of the plan being prepared. Baseline information gathered during the evidence gathering stage can also be useful in identifying and modifying objectives. Sustainability Objectives can also be different from the objectives of the Plan being prepared.

**National and Regional Sustainability Objectives**

The Government's sustainable development objectives are set out below and lie at the heart of its planning policies and will lie at the heart of the Local Development Framework;



- a) Social progress which recognises the needs of everyone;
- b) Effective protection of the environment;
- c) Prudent use of natural resources; and
- d) Maintenance of high and stable levels of economic growth and employment.

("A Better Quality of life" – 1999)

The West Midlands Spatial Strategy states the following aim for the West Midlands over the coming decades:

*"The overall vision for the West Midlands is one of an economically successful, outward looking and adaptable Region, which is rich in culture and environment, where all people, working together, are able to meet their aspirations and needs without prejudicing the quality of life of future generations."*

Specifically the West Midlands Spatial Strategy Vision looks forward to a Region;

- a) where there are opportunities for all to progress and improve their quality of life;
- b) with an advanced, thriving and diverse economy occupying a competitive position within European and World markets;
- c) where urban and rural renaissance is successfully being achieved;
- d) with diverse and distinctive cities, towns, sub-regions and communities with Birmingham as a "World City" at its heart;
- e) which is recognised for its distinctive, high quality natural and built environment;
- f) with an efficient network of integrated transport facilities and services which meet the needs of both individuals and the business community in the most sustainable way;
- g) where all Regional interests are working together towards a commonly agreed sustainable future.

### **Bromsgrove LDF Sustainability Objectives**

The SA Objectives incorporate externally imposed social, environmental and economic objectives laid down by law or policy or in other plans and strategies. Some objectives have also been incorporated specifically to address local circumstances and issues that have arisen from the baseline study.

The objectives, where possible, have been expressed in terms of targets, the achievement of which will be measured using indicators. The role of indicators is discussed below. The number of objectives has been limited, to ensure that they do not make the SA process of plans and plan options unmanageable.

The objectives and associated indicators will be used throughout the production of Local Development Framework (LDF) documents to continually influence and assess the impact of future proposals and policies. However, not all objectives will be directly relevant to every document that will be produced as part of the LDF. There may also be a need to develop sub-objectives and indicators to provide a more detailed assessment of issue or area specific plans. All the objectives and indicators below will however need to be reflected within the Core Strategy document as the Core Strategy provides the over arching strategic policy base for the District.

It should be appreciated though that the LDF may have only limited scope to significantly influence some of the objectives, such as improve health and well being, as the LDF will need rely on or combine with other plans and strategies to have an effect.

The objectives may also be revised as more baseline data is collected, the baseline changes or higher level plans or strategies are changed. Furthermore the objectives may also change through the consultation process.

#### Social Objectives

- 1) The provision of housing to meet local housing needs
- 2) An improvement in the health and well-being of the population
- 3) A reduction in poverty and social exclusion
- 4) Quality education opportunities for all
- 5) Reduce and prevent crime and fear of crime
- 6) Vibrant and locally distinctive communities
- 7) Accessible services and opportunities for culture, leisure and recreation for all
- 8) Increased travel choice and accessibility through integrated transport facilities
- 9) Reduction in ambient noise levels and incidences of noise pollution

### Environmental Objectives

- 1) Conserve and enhance the District's biodiversity
- 2) Protect the countryside, green spaces, green belt and best agricultural land
- 3) Protect and enhance the qualities of the historic environment
- 4) Address the waste hierarchy (reduce, reuse, recycle)
- 5) Protect and enhance water quality and maintain sustainable water resource
- 6) Optimum use of previously developed land to support regeneration
- 7) Increased energy efficiency and a reduction in greenhouse gas emissions
- 8) Improved air quality throughout the District

### Economic Objectives

- 1) High and stable levels of employment
- 2) Sustainable economic growth and a diverse economy
- 3) Development of a skilled workforce to meet the needs of business
- 4) Sustainable use and development of material assets

### **Compatibility of Sustainability Objectives**

It is useful to test the internal compatibility of the SA objectives to identify compatibility or tensions between objectives (Appendix 7). This is so that future decisions are well based and mitigation measures can be considered. It is also useful to test the SA objectives against the LDF objectives so as to identify overlap and any potential conflict between objectives (Appendix 7).

### **Sustainability Indicators**

To measure the success of the Local Development Framework in achieving Sustainable Development a set of indicators need to be identified. The table in Appendix 6 identifies the sustainability objectives together with proposed indicators.

The number of indicators may increase as more baseline data is collected, the baseline changes or higher level plans or strategies are changed. Furthermore the indicators will change in line with any changes to the objectives through the consultation process.

## **Strategic Environmental Assessment requirements**

While the Sustainability Appraisal (SA) process incorporates the requirements of the SEA Directive it is still a requirement for the Council to state within the Scoping Report and subsequent Environmental Reports how the requirements of the SEA Directive will be met.

The objective of the SEA Directive is, “to provide for a high level of protection of the environment and to contribute to the integration of environmental considerations into the preparation and adoption of plans. The Directive defines “environmental assessment” as a procedure comprising:

- the preparation of an Environmental Report on the likely significant effects of the draft plan;
- carrying out consultation on the draft plan and accompanying environmental report;
- taking into account the Environmental Report and the results of consultation in decision making; and
- providing information when the plan is adopted and showing how the results of the environmental assessment have been taken into account.

The Council through the production of this Scoping Report and subsequent Environmental Reports will meet the requirements of the Directive. The preparation of a Scoping Report is essential to this process as it sets the framework for the assessment. The requirements of the Directive in relation to setting the context, baseline and deciding the scope of the SEA are detailed below together with where they are met within the Scoping Report.

## Requirements of the SEA Directive

<b>SEA stages and tasks</b>	<b>Relevant part of Scoping Report</b>
Stage A: Setting the context and establishing the baseline	
Identifying other relevant plans, programmes and environmental protection objectives	Section 3 and Appendix 2
Collecting baseline information	Section 2 and Appendix 1
Identifying environmental problems	Section 5 and Appendix 5
Developing SEA objectives	Section 6 and Appendices 3 & 4
Stage B: Deciding on the scope of SEA and developing strategic alternatives	
Testing the plan or programme objectives against SEA objectives	Appendix 7 – Compatibility Matrix
Appraising strategic alternatives	Section 5 – Policy Options
Consulting on the scope of SEA	Section 1 – Consultation

### **Strategic Environmental Assessment Objectives and Indicators**

While the SEA Directive does not require objectives to be developed for the SEA itself, they are widely used in SEA to ensure that the right level of consideration is achieved. The objectives and indicators for the Sustainability Appraisal Framework incorporate the requirements of the SEA Directive. Appendix 8 contains a table which details the objectives and indicators applicable to each SEA topic.

**Social Characteristics of the District****Population**

Having an accurate record of the current population as well as reliable projections of future population is important when devising policies and plans that can not only cater for the needs of the districts current residents, but also in order to plan ahead for likely changes in the demographic make up of an area.

At the time of the 2001 Census Bromsgrove had a population of 87,837. This was an increase of approximately 5.5% over the 10 years since the 1991 Census. In respect of other local authorities in the West Midlands the District had the 11<sup>th</sup> (out of 34) largest population growth. Local Authorities above the District in the list were other shire authorities on the edge of the conurbation while the authorities seeing a decline in population were those inside the main urban areas.

Mid-year estimates for 2003 estimated the district population to be 90,000. The most recent projections for the District anticipate the total population rising further to 92,250 by 2011. The average age of Bromsgrove residents is 40.7 years, which is slightly higher than the national average of 38.6, indicating a slightly older population. This is backed up by the number of retired people living in the District. The percentage of retired people (those over 65) is higher than the national average with 17.2% of the population of Bromsgrove being retired compared to only 15.8% of the population nationally (Census 2001). This information could be vital in predicting future levels of social care.

In respect of the location of retired people in the District, 18.3% live in the rural areas and 16.3% live in the urban areas. Closer analysis of the figures show that in the urban areas there is a significantly higher percentage of retired people in the established neighbourhoods than in areas with new large housing estates.

The vast majority (97.8%) of the population of Bromsgrove are classed as White, with the remainder split between other ethnic groups. Christianity, is the dominant religion

within the District, with 80.1% of the population, which is higher than the 71.8% national average. The next largest religious group are those with no religion (11.8%). The rest of the population is split relatively evenly between the other major religions. 6.8% didn't state any religion at the 2001 Census. These figures indicate the lack of a significant ethnic minority population in the District.

The majority of the population live within the main population centres of Bromsgrove Town, Catshill, Wythall, Hagley, and Rubery, with a number of varying size rural settlements accounting for the remainder of the population.

### **Deprivation**

The deprivation in a community is measured on many different levels, with different data sets showing what could be perceived as deprivation. All these different indices are evaluated to arrive at an index of multiple deprivation which presents an overall picture of the deprivation in a community.

Bromsgrove is the lowest ranking and least deprived District in Worcestershire and ranks in the bottom fifth of most deprived local authorities across England. It has no Super Output Areas (SOAs) in the Index of Multiple Deprivation (IMD) top 10% or 20% in England. SOAs are geographic areas not based on Ward or Parish boundaries but instead based on 2001 Census Output Areas. These are areas consistent in size with boundaries that do not change, unlike Ward and Parish boundaries. The most deprived SOA in the District is the northern part of Sidemoor which is ranked 8,558th out of the 32,482 SOAs nationally.

Crime and barriers to housing and services are the two largest contributors to deprivation in Bromsgrove. In terms of crime, there are 2 SOAs in the District within the top 10% most deprived nationally. These are the SOA area containing Frankley Service Station on the M5 which is the most deprived with a rank of 899 and the SOA containing Hopwood Service Station on the M42 which also ranks highly at 2991. However, it is possible that these rankings have been skewed due to the nature in which crimes are recorded and attributed. Crimes along stretches of motorway are often attributed to the nearest service station. Also, the indicators used for the crime domain involve rates

based on resident population, and due to the rural location of both SOAs, population is lower than in other SOAs relative to the crimes that have been attributed to that area.

Within the barriers to housing and services domain, the SOA encompassing the villages of Rowney Green and Holt End is the most deprived in the District with a national ranking of 2329.

### **Community Safety**

Bromsgrove is a safe place to live, with levels of crime being lower than both national and regional figures. As with the rest of the country the fear of crime in Bromsgrove is more prevalent than actual incidences of crime. Vehicle crime and criminal damage offences are most common.

Drug offences in Bromsgrove are very low. Alcohol related offences in the District are the second lowest in the country with only 1135 alcohol related offences recorded in 2002/03 and of these offences only 796 people were charged.

Of the other offences recorded only burglary was higher than the national average, with robbery offences, sexual offences and violence against the person all lower than national averages.

In line with the national trend incidences of anti social behaviour appear to be a problem although, as this is a relatively new classification of crime the ability to refer to previous data is not possible.

### **Housing**

The housing market in the District has been buoyant in recent years due to the District's proximity to the West Midlands Conurbation. The average house price in 2005 is £218,637, which is significantly higher than the regional average of £156,420.

In 2001 the number of dwellings in the District was 35,168 (Census 2001). Of this 29,136 were owned, 2178 were private rented or people living rent free, 138 were shared ownership and 3716 were social rented. The overwhelming majority of people in the District live in households (98%) the remainder (2%) live in communal



establishments such as nursing homes. The tenure of these households is dominated by the owner-occupier sector with around 83% of the properties in the District owner occupied. This figure is significantly higher than both the County (75%) and National (68%) figures.

The social rented sector has recently undergone a significant change with the large scale voluntary transfer of the Council's housing stock to the Bromsgrove District Housing Trust which is a registered social landlord (RSL). Taking into account this transfer the social housing sector now accounts for approximately 11% of the District's housing stock. This compares with an approximate national figure in 2001 for social housing stock of 19%, a West Midlands figure of 21% and a Worcestershire average of 16%.

A recent housing needs assessment reinforced the shortage identified above by confirming a significant need for new affordable housing in the District. However this level of need is exacerbated by in-migration which is not compatible with the objectives of the Regional Spatial Strategy. The Council is currently preparing a Supplementary Planning Document on affordable housing which will attempt to address affordable needs in the context of planning guidance for the region.

Over recent years large scale market house building has taken place, not only on allocated sites such as The Oakalls where 787 new properties have been built but also on windfall sites. These windfall sites have ranged from a single dwelling up to a new 500 dwelling development on part of a former industrial site vacated by Garringtons/UEF. As a result of the scale of new house building, the District now has an oversupply of houses in respect of requirements placed on it by the Structure Plan and Regional Spatial Strategy.

At October 2004 nearly 90% of new housing was being built on brownfield land, exceeding national and regional requirements. However, this figure has only been achieved recently. Only two years ago it was running at under 50%, below the national target. The reason for this sudden change was the completion in 2003 of the Oakalls, the last major greenfield development in the District.

## **Education**

Education in Bromsgrove is administered by the Local Education Authority (LEA), which in this case is Worcestershire County Council. There are currently 27 schools in the District under the control of the LEA and also independent schools such as The Bromsgrove School. The breakdown of the 27 LEA schools is as follows. 15 first, 5 middle schools, 2 high schools and 5 special schools. Although there are no detailed figures for Bromsgrove, Worcestershire as a county rates favourably on a national scale with higher than average performance in a number of categories, as well as having lower than average authorised and unauthorised absences.

Over the last ten years demand for school places in Bromsgrove has increased by 18.75% (WCC). This has been largely due to the amount of new housing that has been built in the District over this time. An Education Review (WCC) in 2000 identified a substantial shortfall in education facilities to meet current and forecast needs. Many of the current schools are no longer appropriate in terms of facilities, age and layout with the basic infrastructure of the schools unable to keep track with the growth in pupil numbers. Many sites are also constrained by their surroundings and are unable to expand.

As extra demand cannot be accommodated for by the current schools. Worcestershire County Council have recently received approval for a £60 million PFI bid to help fund the rebuilding of 7 of the District's schools, in order to accommodate the extra demand now being placed upon them. It is also being seen as a way of streamlining the education system.

Schools due for rebuilding or resiting are, North Bromsgrove High School, South Bromsgrove High School, Parkside Middle School, Meadows First School, Alvechurch Middle School, Crown Meadow First School, and Sidemoor First School. The first phase of building work should be completed by September 2008. Crown Meadow and Alvechurch Middle will be combined and resited on a greenfield site as will Sidemoor First. This will leave vacant brownfield sites in Alvechurch and Bromsgrove. Meadows and Parkside will be combined and resited on the same site but leave land available for possible redevelopment. Both the High Schools will be resited on existing sites.

In respect of qualifications the District has a higher percentage of its population qualified to Degree level or higher than the English average (22% against a national average of 20%). Also the number of people with no qualifications is lower than the national average (26% against a national average of 29%). This could be due to a number of factors including, low deprivation, good schools and also the amount of skilled people who have migrated from the Conurbation to live in Bromsgrove but still work in the City.

## **Transport**

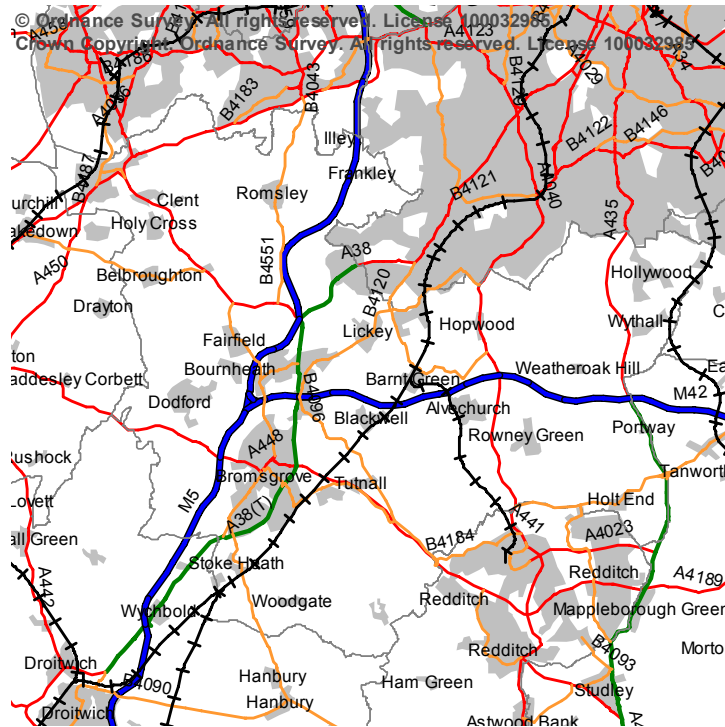
Bromsgrove District is well served by the national road network, with two major motorways passing through the District (M42 and M5), several major A-roads (A38, A435, A441) and an extensive rural road network linking the main urban areas in the District with rural villages.

Car ownership in Bromsgrove is higher than the national average especially those households having two or more cars or vans. The methods people use to travel to work show a high dependence on the motor car, with 68% of the population of Bromsgrove driving to work by car compared to a national figure of only 55%.

The provision of public bus services has been in steady decline for the last decade with a reduction in bus use nationally of 11%. Recent cancellations and withdrawal of services in the District have reflected this national decline. There are currently 15 bus services operating within the District. These mainly serve the main urban areas as well as linking to neighbouring settlements such as Birmingham, Worcester and Kidderminster. Many rural areas are poorly served with unreliable and infrequent bus services.

The District is reasonably well served by the rail network, although Bromsgrove train station suffers due to its isolation from the Town Centre and limited facilities. For example, the train station at Bromsgrove is served by bus routes that are relatively infrequent, exist to serve other locations, and are not linked to the arrival of trains at the station. Other stations that provide a commuter service into Birmingham are situated at Barnt Green, Alvechurch, Wythall and Hagley. All train lines run through the District into Birmingham. Apart from travelling between Barnt Green and Alvechurch it is impractical to travel via train between settlements in the District.

## Plan showing the Road and Rail Network



### **Culture and Leisure**

The Council are responsible for the following key leisure services, allotments, arts development, marketing and tourism, museums, play areas, parks, open spaces and sports pitches, sports development and sports facilities at the Dolphin Centre, Haybridge Sports Centre and Woodrush Sports Centre

The Council are responsible for 50 adult and 15 junior football pitches in Bromsgrove District as well as 17 rugby, 21 cricket and 4 hockey pitches. The Council maintains 28 play areas distributed throughout parts of the District with Play Area Minders employed on a part time basis to ensure high health and safety standards are maintained.

The District contains a number of Commons and Greens in rural areas. The commons are; Clent Common, Gannow Green Common, Hollies Hill Common, Romsley Hill Common, Sling Common, The Marlhole, Putney Lane, Romsley, Uffmoor Green Common and Walton Pool Common. A number of traditional Village Greens are also located in the District's rural areas. These are: Alvechurch Green, Belbroughton - Bradford Lane Green, Belbroughton - Holy Cross Green, Broad Green, Tardebidge, Holy Cross Village Green and Woodcote Green.

The District Council operates 9 allotment sites of varying sizes the biggest being at Lickey End, which has 162 plots, and the smallest being in Aston Fields. A number of smaller sites are also operated by the parish councils. The major District sites are mainly provided within the Bromsgrove settlement boundary. As patterns of living change then some allotments are becoming underused. It is vital that the benefits of allotments are promoted to ensure uptake of plots and that a comprehensive assessment is undertaken of all allotment sites to ensure best use is made of the land. Allotments also provide a green lung for the urban areas and a semi-rural outlook for many living in urban areas.

There are three Country Parks in the District; Clent Hills Country Park and Waseley Hills Country Park and the Lickey Hills Country Park. These three parks form a natural boundary to the Conurbation and are important for leisure and wildlife purposes.

There are a number of private leisure facilities throughout the District including, Bromsgrove & District Indoor (& Outdoor) Bowls Club, Rubery Community Crown Green Bowls Centre and various indoor membership gyms and pools.

Due to the rural nature of the District and population spread it is important that dual use is made of existing facilities in schools. Existing dual use schemes include, Bromsgrove School Artificial Turf Pitch, Woodrush High School Artificial Turf Pitch.

There are no cinemas in the District, however a new theatre with the capability to show films opened in April 2005. The new theatre is situated in Bromsgrove Town and will provide an important cultural centre for the Town. Due to the dispersed population and the closeness of major cultural centres such as Birmingham, Worcester and Stratford, the potential for major cultural facilities in the District is limited.

## Environmental Characteristics of the District

### Biodiversity

Bromsgrove is a mainly rural district with around 90% of the land designated as green belt. Amongst this green belt there lies pockets of urban development. This mixture of both urban and rural environments contribute towards a rich biodiversity across the District.

Currently there are 8 separate Sites of Special Scientific Importance (SSSIs) as well as a number of SSSIs which come under a larger collective SSSI defined as the Birmingham Plateau Grasslands. The SSSIs are in various states of recovery, decline, or stability. The majority are either in favourable or unfavourable condition but recovering, with only a few in unfavourable condition but not declining, or in unfavourable condition and getting worse. Unfortunately in one case the SSSI seems to have been destroyed. The information for each SSSI is set out below.

Site Name	Condition	Reason For Decline
Feckenham Forest	71% Favourable 25% Unfavourable - Recovering 4% Unfavourable - No change	Forestry and Woodland management , Undergrazing
Sling Gravel Pits	100% Unfavourable - Declining	Earth science feature obstructed
Madeley Heath Pit	100% Destroyed	Earth science feature destroyed
Hewell Park Lake	100% Unfavourable - No Change	Freshwater abstraction, inappropriate scrub control
Hopwood Dingle	100% Favourable	
Romsley Manor Farm	100% Unfavourable	Undergrazing
Bittell Reservoirs	82% Unfavourable - No Change 18% Unfavourable	Pollution
Burcot Lane Cutting	100% Favourable	

*SSSIs in Bromsgrove (source: English Nature)*

Birmingham Plateau SSSI sites	Condition	Reason For Decline
Hurst Farm Pasture	100% Favourable	
Little Royal Pastures	100% Favourable	
Penorchard and Spring Farm Pastures	100% Favourable	
Berry Mound Pastures	100% Unfavourable - Recovering	
Romsley Hill	100% unfavourable – No Change	Under grazing

*Birmingham Plateau SSSI sites in Bromsgrove (Source: English Nature)*

There are also 96 Special Wildlife Sites (SWS) and 5 Landscape Protection Areas in the District. These sites are varied in their nature ranging from whole valleys and hills such as the Lickey, Clent, and Waseley hills, canals, protected ancient woodlands, and reservoirs which all serve as habitats for many species of plants and animals.

The Bromsgrove District Biodiversity Action Programme was adopted in 2000. This programme highlights a number of issues that need to be addressed in the District. High levels of water abstraction from bores holes underlying Bromsgrove for private and, above all, public water supply has resulted in worrying falls in the water table, resulting in long term damage to a number of key wildlife sites. Both Hewell Park Lake and Catshill/Battlefield Brook and Bow Brook and their associate Marshes have seen reduced water flow resulting in harm to marshes and loss of biodiversity. Reduced abstraction by Severn Trent Water for the public water supply is the only long term solution.

Apart from designated wildlife sites or SSSIs and at the other end of the range there are a number of much smaller localised sites such as ponds, marshes, and streams, which are equally important in ensuring the continued biodiversity of the District. Allotments not provide many social benefits but also have an important biodiversity value.

The following habitats, highlighted within the Biodiversity Action Plan for Worcestershire are found within the District;

<b>Habitat</b>	<b>Example within Bromsgrove District</b>
Arable	Where old field patterns are retained, species such as Corn Bunting can still be found.
Traditional Orchards	
Ancient / Species Rich Hedgerows	Lower Bentley area
Scrub	Clent Hills
Woodland	Chaddesley, Pepper and Uffmoor Woods Nature Reserves
Lowland Wood Pasture and Veteran Trees	Hagley Hall Estate
Wet Woodland	Bogs Wood Complex SWS, Romsley
Reedbeds	Hewell Park Lake SSSI
Fen and Marsh	Catshill Marsh (now subject to drying out)
Lowland wet grassland	Wythall Meadows
Lowland Hay Meadows and Neutral Pastures	Penorchard Farm and Romsley Manor Farm SSSIs
Lowland Dry Acid Grassland	Clent Hills
Lowland Heathland	The Lickey Hills
Road Verges	
Canals	Worcester and Birmingham Canal
Open Water (Ponds and Lakes)	Hewell Park Lake & Bittel Reservoirs SSSIs
Rivers and Streams	The Arrow and Salwarpe Rivers and their tributaries

(Bromsgrove District Biodiversity Action Programme, 2000)

In respect of species under threat in the District, the following were identified in the County Plan and are found within the District;

- Otters
- Great Crested Newt
- Slow Worm
- Water Vole
- Bats
- White Clawed Crayfish (uncertain)



A number of targets are contained in the Bromsgrove District Biodiversity Action Programme relate to the protection of these species. They include, restore otter populations to pre-1960's levels, halt the decline of bat populations, restoration of water vole habitats, creation of a slow worm 'sanctuary' on new developments if they are present on a site scheduled for development and the protection of the newt and crawfish through a reduction in runoff from roads into ponds.

The identification of wildlife corridors through urban areas can enable the movement of animals between sites. New developments need to take account of existing corridors and not block of routes between existing habitat sites.

Appendix 1 of the Bromsgrove District Biodiversity Action Programme contains a detailed list of actions that the local authority needs to undertake to promote biodiversity. The LDF will need to take account of these requirements.

## **Landscape**

The landscape within Bromsgrove is a major attraction. Located on the southern border of the West Midlands Conurbation it provides swathes of open countryside, immediately adjacent to an area of dense urban form. As identified above there are 5 landscape protection areas within the District which broadly follow the boundaries of Areas of Great Landscape Value as identified in the Worcestershire County Structure Plan. The Landscape Protection Areas identify places where the landscape forms an important element of local or even regional importance. These important areas include the Clent and Lickey hills and the Birmingham and Worcester canal. The Landscape Protection Areas are:

- The uplands defined by the Clent, Walton Hill, Romsley Hill and Lickey Hill;
- The upland based upon Weatheroak Hill, Forhill, Hob Hill and Newbourne Hill;
- The ridge of high ground containing Butler's Hill, Cobley Hill and Scarfield Hill;
- The ridge of high land accommodating part of the Birmingham to Worcester Canal;
- The varied undulating landscape and historic field patterns around Chaddesley, Randan and Pepper Woods.

The County Council undertook a Landscape Character Assessment in 2004 of Worcestershire. This was based on work previously done in the mid 1990's by the Countryside Agency which resulted in a character map of the whole of England.

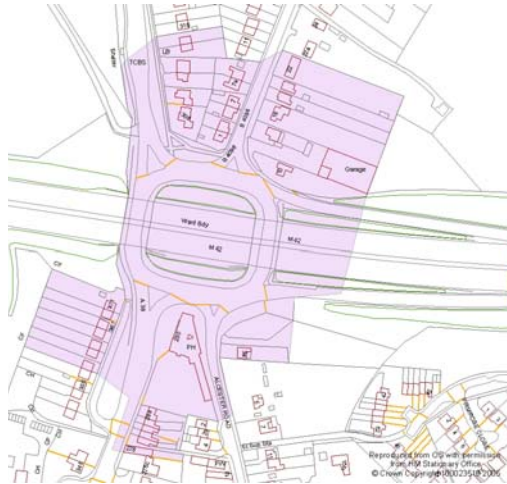
Instead of looking at and identifying good and bad areas the assessment took a holistic view looking at the landscape as a whole and what makes one landscape different from another. Bromsgrove is primarily made up of, timbered pastures, timbered plateau farmlands, wooded hills and farmlands, principal wooded hills, principal timbered farmlands, enclosed commons, urban, unenclosed commons and principal village farmlands. The District slopes down from the Birmingham plateau and merges into a rolling and undulating landscape. The District also contains large areas of ancient woodlands.

This District has a landscape primarily dominated by farmland and wooded hills. The main concentration of built form is Bromsgrove Town which sits at the bottom of the Lickey Hills.

### **Air quality**

Air pollution is a vitally important aspect that needs to be assessed monitored and improved wherever possible. Many of the perceived big polluters of previous decades have all but disappeared including typically heavy engineering and manufacturing industries such as the Garringtons/UEF forging works. When considered alongside the massive rise in the use of motor vehicles newer forms of pollution have become more prevalent. Bromsgrove has not escaped this shift in pollution, with 2 motorways and a number of high capacity trunk roads crossing the district.

This issue is highlighted by the designation of an area around junction 1 of the M42 as an air quality management area due to its high levels of nitrogen dioxide (NO<sub>2</sub>), which have been directly linked to the emissions from vehicles using the motorway and the junction.



Map showing the Air Quality Management Area

To tackle this air quality issue a Air Quality Management Action Plan was adopted by the Council in February 2005. This contained a number of proposals to try improve the air quality in this part of the District. The measure of whether the Council has achieved better air quality is the absence of further air quality management areas and the achieving of targets in the Air Quality Management Action Plan.

## Noise

Noise pollution associated with heavy route ways such as the motorways is also an issue especially when surrounding land uses are predominantly residential. With two motorways passing through the District and a number of major A roads noise is an issue for adjacent settlements. Road based noise can be improved using better road treatments, barriers reducing heavy vehicles and by slowing traffic. It would be useful to measures road noise throughout the District over time to see patterns of change when improvements are made.

The Environmental Protection Act 1990 (principal legislation), provides statutory noise nuisance controls, in particular, the power to serve notices for the prevention of an occurrence / recurrence, and prohibition of statutory nuisances. In respect of noise problems in domestic premises new construction materials can play an important role in reducing conflict over noise. However the need to make the best out of brownfield sites is resulting in dense forms of development leading to people living closer together and consequently resulting in increased instances of noise complaints. At the moment no

figures exist for noise complaints in recently built developments. However if figures did become available then these could be used to check that developments are being built to minimise noise disturbance.

### **Soil and Land Quality**

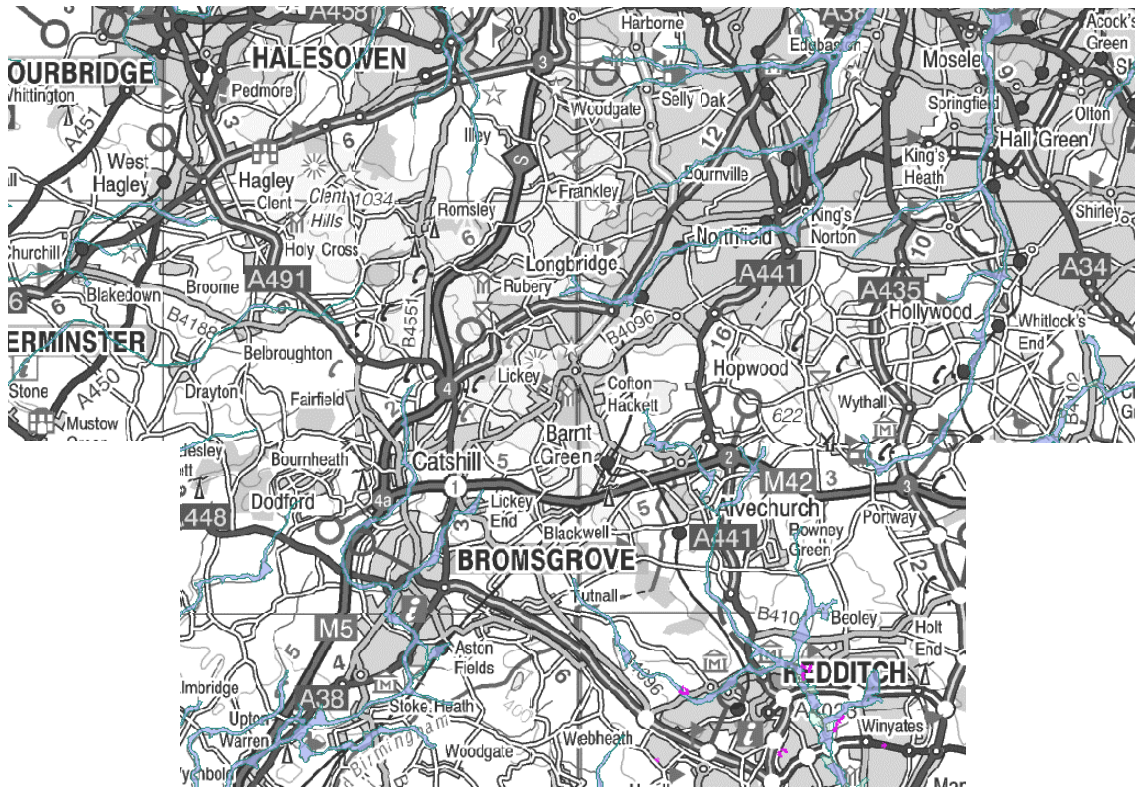
Contaminated land can be classed in many different ways and at different levels dependant upon the types and intensity of the contaminant and also the intended use of the land. Accurate data for sites within the District is temporarily unavailable, although the presence of the housing moratorium has prevented many new housing sites coming forward. This could mask the number and location of many contaminated sites within the District.

The quality of the land in the rural areas of the District is of importance, both to the biodiversity and economy of them District. Agriculture is a major land use which reflects the quality of agricultural land, which is generally very good (Grade 1: Excellent, Grade 3 :Good, Grade 5: Very Poor).

The District contains pockets of excellent and very good land, but there are also pockets of land classified as poor. While the poor soil cannot be improved it is important that excellent areas are maintained for agricultural purposes. It would be useful to have data showing the loss over time (if any) of excellent and good quality agricultural land.

### **Water Quality and Flooding**

The watercourses within the District are an important feature as they can provide much needed habitats for masses of different plants and animals as well as water for human consumption or other uses. However this vital resource can also be a flood hazard to those who live and work along their routes. The map below shows the potential areas within the District which are under the threat of flooding.



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The flood risk in the District is concentrated in a few places but the risk of major flooding is minimal. No major rivers flow through the District. However it does contain a number of small watercourses that can, in adverse weather conditions, cause a small amount of localised flooding. The majority of flooding incidences in the District, especially in urban areas is caused by water run off rather than overflowing watercourses.

For these watercourses to be an effective asset to the District it is important they are in a usable state not only for wildlife but also for amenity purposes. Bromsgrove falls within the river Severn catchment area, which is classed as having generally good water quality with some pollution in its lower tributaries, although this pollution is decreasing (Environment Agency 2002). This would suggest that some of watercourses in and around Bromsgrove may be polluted.

A potential cause of pollution is surface run off. This defined as “non point source pollution” affecting aquatic wildlife as pollutants in surface water find their way through storm drains into water courses and by infiltration into groundwater. One measure

already implemented to alleviate this problem is the use of Sustainable Urban Drainage Systems (SUDS). Closed waste sites can also effect both groundwater and air quality. This is discussed in the next section on waste.

## **Waste**

31,085 tonnes of waste were collected from households in 2003/04, which is a slight decrease when compared to 2002/2003 figures; previously the total had been steadily rising annually. Of 31085 tonnes only 10.88% was recycled, this is the lowest level of recycling in the county, some way behind the largest percentage achieved (17.2%). However the recent introduction of a recycling scheme by the Council has resulted in approximately 90% of households in the District having recyclable material collections which is now comparable with other local authorities. The new scheme offers the collection of the broadest range in the County of recyclable waste materials including, Glass, Paper, Plastic, Textile, Cans, and Green waste.

The County Council looks after two closed landfill sites in Bromsgrove. The sites are monitored regularly for landfill gas and leachate, and surface and groundwaters are also sampled to ensure no contamination is present.

- *Landfill gas*. This is a by-product of the decomposition of biodegradable wastes that are placed into landfill. It is made up of predominantly methane and carbon dioxide, and has to be monitored as under certain conditions it can be an explosive risk or cause asphyxiation.

- *Leachate*. This is a liquid that is formed when the waste decays. Rainfall percolating through the waste will dissolve soluble components of the waste, but leachate will also contain insolubles such as oils and small particles. It has to be monitored as it can be toxic and cause damage to the surrounding environment if it is not treated correctly.

A Integrated Waste Management System covers the County and District. This provides the long term strategy for the management of household waste. It includes the provision of a landfill site, transfer stations, household waste sites, and a range of treatment disposal methods including central composting, Energy from Waste, and the collection of source separated recyclables. In December 1998 Herefordshire Council

and Worcestershire County Council signed a 25 year contract to provide these facilities which are operated by Severn Waste Services.

The Integrated Waste Management system, originally based on the Government's white paper "Making Waste Work", published in December 1995, set targets to: recover value from 52% of waste by 2005. Since planning permission for the proposed waste treatment facility at Kidderminster, including Energy from Waste, was turned down, alternative solutions are being looked into. This could include the siting of a facility in Bromsgrove.

In 2000 the government published new national targets along with statutory performance standards for each waste disposal authority. The standard for Worcestershire is to recycle or compost 30% by 2005/6.

The District contains one household waste site where members of the public can recycle and dispose of waste from their own domestic property. This site is situated near Romsley in a rural area of the District. The site is in need of refurbishment and improvement to provide split level facilities. The improvement of the facility could have implications on the character of the landscape in that area.

### **Climate Change**

Climate change is not a new phenomenon as it occurs naturally, but one which has gained importance over recent years due to rises in green house gas emissions. Emissions of green house gasses caused by our reliance on using fossil fuels are starting to change the climate faster than natural rates. Climate change is not a feature that can be easily measured on a localised scale such as a district authority, but nationally the impacts are there for all to see. The ten hottest years on record have occurred in the last 15 years, and over the last 100 years average temperatures have increased by 0.6°C. The effects of global warming are well publicised, and potentially catastrophic.

Projections of future climate change indicate that global average temperature could rise by between 1.4°C and 5.8°C between 1990 and 2100 depending on emissions. Every household in the UK creates around six tonnes of carbon dioxide every year. By

introducing energy efficiency measures, the average household could reduce this by one-third (HM Government 2005). However, it is not only about households, industry and transport and other key areas need to see fundamental changes to reverse the consequences of climate change.

**Health**

Bromsgrove falls within the boundaries of the Redditch and Bromsgrove Primary Care Trust. The PCT has three main responsibilities: Improving the health of the local population, developing primary care and commissioning health services for the local population.

A Health White Paper was published in November 2004 . Through this paper the Government committed itself to sustaining an ethos of fairness, equity and promoting good health for everyone in England.

The 2001 Census asked people in Bromsgrove to describe their health, over the preceding 12 months as 'good', 'fairly good' or 'not good'.

Resident population (percentage)

	<b>Bromsgrove</b>	<b>England and Wales</b>
Good	71.1	68.6
Fairly good	21.2	22.2
Not good	7.7	9.2

Source: 2001 Census, ONS

It also asked questions about any limiting long-term illness, health problem or disability which limited peoples daily activities or the work they could do.

Resident population (percentage)

	<b>Bromsgrove</b>	<b>England and Wales</b>
Had a long-term illness	16.7	18.2

Source: 2001 Census, ONS



In the West Midlands 67% considered themselves in good health and in Worcestershire 69% considered themselves in good health. As shown above the District is slightly above average in respect of the population who consider themselves in good health compared to national and regional figures. However these figures only take account of illness not on how fit the population is.

### **The Historic Built Environment**

Before looking at the evidence and remnants of the District's historic past it is important to outline how the area has developed.

Bromsgrove Town is a market town whose origins can be traced to pre-Roman times. In the medieval period Bromsgrove was a prosperous centre for the wool trade and far more important than the obscure village of Birmingham to the north. The decline of the woollen industry was offset by the arrival in the 17th century of French Huguenots who brought with them a new craft - nailmaking. Bromsgrove became the world centre for the manufacture of nails and outlying villages specialised in other metal products e.g. Belbroughton Sythes. Nailmaking declined at the end of the last century as increased mechanisation rendered the outworking system obsolete. Unfortunately, and considering the role that Bromsgrove played in the nail making industry, only traces of the nailmaking industry remain.

New activities sprang up related to the motor industry and local people began to look to Birmingham and the Black Country for employment. Garringtons, once reputedly Europe's largest forging works grew as a shadow factory of the Austin Works to supply the car industry. In recent times Bromsgrove has experienced a considerable increase in population and has become a major commuting centre for the West Midlands Conurbation and further afield, the implications of which have been outlined above.

The District has over 470 Listed Buildings and 10 Conservation Areas designated as being areas of special architectural or historic interest. Unlike well known neighbours Worcester and Stratford, which are nationally recognised historical centres, Bromsgrove is not known for its historical connections or rich variety of historical buildings. However, a rich largely 'hidden' history does exist that needs to be protected and recognised as the District changes and develops over time.

## **Economic Characteristics of the District**

### **Economy**

The Traditional manufacturing industries associated with the West Midlands have been in decline for a number of years. This is reflected in the spread of industries Bromsgrove residents are currently employed in. Manufacturing is still the most common form of employment with 21% still employed in this sector, although real estate, education, and health and social care now cater for 15%, 11%, and 15% of the workforce respectively.

Unemployment in the District is low with only 2.1% of the population currently unemployed in 2005 which compares favourably to the national average of 3.3%.

Although levels of unemployment are low, levels of income are also relatively low for those who work in Bromsgrove.

Consistently over the last three years jobs within the District have provided the lowest or one of the lowest average incomes per worker when compared to the rest of the county, which also puts it below national levels. Conversely the income levels for the residents of Bromsgrove are considerably higher than the rest of the county and national figures. This would suggest that Bromsgroves' population earn higher salaries than average but they earn them outside the District.

Bromsgrove lies within a High Technology Corridor known as the Central Technology Belt. This corridor runs from Birmingham in the north to Malvern in the south. Locations between these two points will be looked at for the development of high technology business. One such site is the Bromsgrove science park currently undeveloped, which occupies part of the former Garringtons/UEF site, previously a heavy industry works. This will provide a valuable economic boost for the district, there could be a mismatch in the type of jobs from such a development and the type of workforce that could be provided locally.

Bromsgrove town centre is the focus of retail activity within the District although it must not be overlooked that bordering areas can often provide a much wider range of goods which means trade is lost to these regions. Bromsgrove can offer its own retail experience as it is different from the majority of the surrounding centres. The town

centre currently has approximately 370 different business operating in a variety of different sectors. Presently there is a demand for more A3 units as well as comparison goods units.

### **Material Assets**

The Council have a number of material assets including buildings, vehicles, allotments and playing fields. The Council has an important role to play in ensuring that these assets are used and developed in a sustainable way. This can include limiting impact on climate change by ensuring better insulation of buildings and reductions in use of vehicles.

For example and linked in with the falling water table identified in the biodiversity section, water usage in Council owned premises through retro fitting of low water use appliances can reduce water need.

## National Plans, Policies and Strategies

Name of Plan	Key aims of Document	Key objectives, targets and indicators relevant to LDF and SA	Implications for LDF	Implications for SA
Securing the Future – The UK Sustainable Development Strategy	<ul style="list-style-type: none"> <li>● Place sustainable development at the heart of the planning system.</li> <li>● Help people make better choices.</li> <li>● “One Planet” economy: Sustainable consumption and production.</li> <li>● Confronting the greatest threat: Climate change and energy.</li> <li>● A future without regrets: protecting our natural resources and enhancing the environment.</li> <li>● From local to global: creating sustainable communities and a fairer world.</li> </ul>	<ul style="list-style-type: none"> <li>● Drive to improve resource efficiency and reduce waste and harmful emissions across business sectors.</li> <li>● Influence consumption patterns.</li> <li>● Take account of natural systems as a whole.</li> <li>● Encourage farmers to deliver environmental benefits.</li> <li>● Address problems of degraded resources and environmental inequalities.</li> <li>● Reduce the rate of biodiversity loss.</li> </ul>	Provides basis along with associated documents for spatial policies in Core Strategy.	Ensure local Sustainability Appraisal objectives acknowledge national objectives.

Sustainable Communities Plan	<ul style="list-style-type: none"> <li>• Long-term programme of action for delivering sustainable communities.</li> <li>• Effective protection of the environment.</li> </ul>	<ul style="list-style-type: none"> <li>• Adequate affordable housing provision to meet needs.</li> <li>• Reduction in use of natural resources.</li> <li>• High and stable levels of economic growth and employment.</li> </ul>	Provides basis for spatial policies in Core Strategy.	Ensure Sustainability Appraisal objectives reflect the aims of this programme.
Transport 10 Year Plan (2000)	<ul style="list-style-type: none"> <li>• Boost economic development of regions.</li> <li>• Enhance access and opportunity in rural areas.</li> <li>• Reduce social exclusion.</li> <li>• Lessen impact of transport on environment.</li> </ul>	<ul style="list-style-type: none"> <li>• To tackle congestion and pollution by improving all types of transport – rail and road, public and private – in ways that increase choice.</li> </ul>	Promote development that minimises travel and improved transport options in rural areas.	Reflect appropriate national transport objectives in SA framework.
Urban White Paper (2000)	<ul style="list-style-type: none"> <li>• Vision of towns, cities and suburbs which offer a high quality of life and opportunity for all, not just the few.</li> </ul>	<ul style="list-style-type: none"> <li>• Increased involvement of local communities.</li> <li>• Attractive well designed and safe local environments.</li> <li>• Better local services.</li> </ul>	Core Strategy policies must take account of broad objectives.	Ensure objectives are reflected in SA Framework.

Rural White Paper	<ul style="list-style-type: none"> <li>• Deliver an improved quality of life for everyone in the countryside.</li> <li>• Protection of the countryside.</li> </ul>	<ul style="list-style-type: none"> <li>• Thriving rural communities.</li> <li>• Access to public services in rural areas.</li> <li>• Diverse rural economy.</li> </ul>	Core Strategy to achieve objectives.	Ensure objectives are reflected in SA Framework.
UK Climate Change Programme	<ul style="list-style-type: none"> <li>• Details of how the UK plans to deliver its Kyoto targets by reducing Greenhouse emissions.</li> </ul>	<ul style="list-style-type: none"> <li>• Improve business and residential use of energy including better efficiency..</li> <li>• Encourage renewable power generation.</li> <li>• Cut emissions from the transport sector.</li> </ul>	Plan objectives to contribute to achieving objectives.	Ensure objectives are reflected in SA Framework.
Energy White Paper	<ul style="list-style-type: none"> <li>• Provides Governments energy policies.</li> </ul>	<ul style="list-style-type: none"> <li>• Reduction in CO2 emissions.</li> <li>• Affordable and reliable energy.</li> </ul>	Plan objectives to contribute to achieving objectives.	Ensure objectives are reflected in SA Framework.
The Countryside and Rights of Way Act 2000	<ul style="list-style-type: none"> <li>• Greater protection to SSSIs.</li> <li>• Stronger wildlife protection.</li> <li>• Public right of access to mountain, moor, heath, down and registered common land.</li> </ul>	(See aims)	Plan objectives to contribute to achieving general aims of Act	Ensure general aims are reflected in SA Framework.

	<ul style="list-style-type: none"> <li>• Encourages the creation of new rights of way.</li> <li>• Provides a statutory basis for biodiversity protection</li> </ul>			
PPS 1: Delivering Sustainable Development	<ul style="list-style-type: none"> <li>• Creation of Sustainable Communities through the planning system.</li> </ul>	<ul style="list-style-type: none"> <li>• Promote urban and rural regeneration.</li> <li>• Promote regional, sub-regional and local economies.</li> <li>• Promote communities which are inclusive, healthy, safe and crime free.</li> <li>• Bring forward sufficient land of a suitable quality in the right locations.</li> <li>• Give high priority to ensuring access for all to jobs, health, education, shops, leisure and community facilities.</li> <li>• Focus development that attract a large number of people in existing centres.</li> <li>• Recognise the need to enhance as well as protect biodiversity.</li> </ul>	Objectives of PPS 1 will be the driving force for the Bromsgrove LDF	Ensure objectives are reflected in SA Framework.

		<ul style="list-style-type: none"> <li>• Promote the more efficient use of land.</li> <li>• Reduce the need to travel.</li> </ul>		
PPG 2: Green Belt	<ul style="list-style-type: none"> <li>• Protection of the Green Belt.</li> </ul>	<ul style="list-style-type: none"> <li>• Provision of opportunities for access to the countryside for the urban population.</li> <li>• Opportunities for outdoor sport and recreation.</li> <li>• Retain land in agricultural uses.</li> <li>• To secure nature conservation interest.</li> </ul>	Green Belt Policy in Local Plan will be saved post 2007.	Ensure sustainability objectives reflect importance of Green Belt.
PPG 3: Housing	<ul style="list-style-type: none"> <li>• Prioritise re-use of brownfield land.</li> <li>• Make more efficient use of land.</li> <li>• Provide a choice and better mix of housing.</li> <li>• Meet the housing requirements of the whole community.</li> <li>• Ensure housing is built in a way which is appropriate for its locality.</li> </ul>	<ul style="list-style-type: none"> <li>• At least 60% of new housing on brownfield sites.</li> <li>• Density of new housing proposals to be not less than 30 per hectare.</li> <li>• Take account of surrounding densities and character of an area.</li> </ul>	Plan objectives to contribute to achieving objectives. Ensure key targets are met.	Ensure objectives are reflected in SA Framework.



<p>PPG 4: Industrial, commercial development and small firms</p>	<ul style="list-style-type: none"> <li>• Continued economic development that is compatible with environmental objectives.</li> </ul>	<ul style="list-style-type: none"> <li>• Encourage economic development in sustainable locations that minimises the use of private motor vehicle transport</li> </ul>	<p>LDF to reflect economic needs of District. Use of Green Belt for new large scale employment development.</p>	<p>Check that national planning policy requirements are reflected in SA framework.</p>
<p>PPG 6: Town Centres and Retail Developments</p>	<ul style="list-style-type: none"> <li>• Promotion of vital and viable town centres.</li> </ul>	<ul style="list-style-type: none"> <li>• Promote retail growth to meet local needs in existing sustainable retail centres.</li> </ul>	<p>LDF to reflect national retail policies via Core Strategy and Town Centre Action Plan.</p>	<p>Check that national planning policy requirements are reflected in SA framework.</p>
<p>PPS 7: Sustainable Development in Rural Areas</p>	<ul style="list-style-type: none"> <li>• To raise the quality of life and the environment in rural areas.</li> <li>• Ensure sustainable economic growth and diversification.</li> <li>• Protection of important landscapes.</li> </ul>	<ul style="list-style-type: none"> <li>• Sustainable economic growth in rural areas.</li> <li>• Reduce loss of important landscape areas.</li> </ul>	<p>Development LDF policies to reflect needs of rural populations.</p>	<p>Check that national planning policy requirements are reflected in SA framework.</p>

<p>PPG 8: Telecommuni- -cations</p>	<ul style="list-style-type: none"> <li>• Facilitate the growth of new communications systems in order to provide a wider choice, while protecting human health and keeping environmental impact to a minimum.</li> </ul>	<ul style="list-style-type: none"> <li>• Effective negotiation and discussion with communication operators over location of new facilities.</li> </ul>	<p>Ensure LDF balances the need for new facilities against effects on the environments.</p>	<p>Ensure objectives and are reflected in SA Framework.</p>
<p>PPG 9: Nature Conservation</p>	<ul style="list-style-type: none"> <li>• Protection of the natural environment.</li> </ul>	<ul style="list-style-type: none"> <li>• Increase the biodiversity of the district.</li> <li>• Minimise the adverse effects on wildlife where conflict is unavoidable.</li> <li>• Meet international responsibilities.</li> </ul>	<p>Promote strategic policies that provide a framework for the protection of the natural environment.</p>	<p>Use guidance to set SA objectives in relation to protection of the districts biodiversity.</p>
<p>PPG 10: Planning and Waste Management</p>	<ul style="list-style-type: none"> <li>• Promotion of sustainable waste management.</li> </ul>	<ul style="list-style-type: none"> <li>• Promotion of waste hierarchy.</li> <li>• Ensure new developments incorporate recycling facilities.</li> <li>• Ensure protection of environment when waste is disposed of.</li> </ul>	<p>A Waste Strategy is produced by Worcestershire County Council. Ensure that LDF policies do not conflict with policies in the Waste Strategy.</p>	<p>Use guidance to set SA objectives in relation to reducing waste.</p>

<p>PPS 12: Local Development Frameworks</p>	<ul style="list-style-type: none"> <li>• Provides guidance on producing a LDF</li> </ul>	<ul style="list-style-type: none"> <li>• The LDF should contain documents and policies that are based on a clear understanding of the economic, social and environmental needs of the area.</li> </ul>	<p>Advice and guidance should be followed throughout LDF process.</p>	<p>Requires that SA and SEA be integral to the LDF.</p>
<p>PPG 13: Transport</p>	<ul style="list-style-type: none"> <li>• Promotes more sustainable transport choices and accessibility.</li> </ul>	<ul style="list-style-type: none"> <li>• Locate development in places which can be served by public transport.</li> <li>• Reduce the need to travel especially by car.</li> <li>• Promote accessibility to jobs, shopping and leisure facilities.</li> </ul>	<p>Ensure policies are consistent with the Local Transport Plan and promote sustainable transport options.</p>	<p>Ensure objectives and are reflected in SA Framework.</p>
<p>PPG 15: Planning and the Historic environment</p>	<ul style="list-style-type: none"> <li>• Protection of historic environments.</li> </ul>	<ul style="list-style-type: none"> <li>• Protect the historic environment including, listed buildings and conservation areas.</li> <li>• Set out how applications for development effecting the historic environment will be dealt with.</li> </ul>	<p>LDF policies need to protect the historic nature of the district</p>	<p>Use guidance to ensure conservation objectives are reflected in the SA Framework</p>

PPG 16: Archaeology and Planning	<ul style="list-style-type: none"> <li>● Preservation, protection and enhancement of sites of archaeological interest.</li> </ul>	<ul style="list-style-type: none"> <li>● Protect new and existing sites of archaeological interest.</li> </ul>	Ensure policies are inline with national advice and guidance	Ensure objectives are reflected in SA Framework.
PPG 17: Planning for Open Space, Sport and Recreation	<ul style="list-style-type: none"> <li>● Supporting urban renaissance and rural renewal</li> <li>● Promotion of community cohesion and health and well being</li> <li>● Promote Sustainable development.</li> </ul>	<ul style="list-style-type: none"> <li>● Promotion of urban and rural regeneration</li> <li>● Increase levels of community involvement</li> <li>● Reduce numbers of people in poor health</li> </ul>	LDF policies to address the amount and quality of open space within the district	Use guidance to set SA objectives in relation to providing open space.
PPG 21: Tourism	<ul style="list-style-type: none"> <li>● Promotion of tourism ensuring local character is protected and enhanced</li> </ul>	<ul style="list-style-type: none"> <li>● Development plans should deal with tourism</li> </ul> <p>Tourism industry should respond to local economy whilst protecting the character of the tourist attractions.</p>	Ensure LDF Policies balance the need for economic growth and continued protection of assets	Use guidance to set SA objectives in relation to promoting tourism

<p>PPS 22: Renewable Energy</p>	<ul style="list-style-type: none"> <li>• Provides government policy on renewable energy as stated in the Energy white paper.</li> </ul>	<ul style="list-style-type: none"> <li>• Reduction in CO2 emissions</li> <li>• Increase in renewable energy production.</li> </ul>	<p>Policies should aim to contribute to meeting national targets</p>	<p>Ensure sustainability objectives reflect importance of renewable energy</p>
<p>PPS 23: Planning and Pollution Control</p>	<ul style="list-style-type: none"> <li>• Integrate land use planning with the control, mitigation, and removal of pollution.</li> </ul>	<ul style="list-style-type: none"> <li>• Increased use of Previously developed land as opposed to Greenfield</li> <li>• Necessary polluting activities should be planned to minimise adverse effects and contained within acceptable limits</li> <li>• Encourage the remediation of contaminated land</li> <li>• EIA carried out where development could have a negative effect on the environment</li> </ul>	<p>Plan polices should be consistent with national guidance on pollution control</p>	<p>Check that national planning policy requirements are reflected in SA framework.</p>
<p>PPG24: Planning and Noise</p>	<ul style="list-style-type: none"> <li>• Protection of noise sensitive locations</li> </ul>	<ul style="list-style-type: none"> <li>• New developments should take account of acceptable and unacceptable levels of noise.</li> </ul>	<p>LDF polices should ensure new developments are inline with</p>	<p>Requirements of national policy should be reflected in SA framework</p>

		<ul style="list-style-type: none"> <li>• New development containing noisy activities should be located away from noise sensitive land uses</li> </ul>	guidance	
PPG 25: Development and Flood Risk	<ul style="list-style-type: none"> <li>• Reduction in the risks to people from natural flooding</li> <li>• Control of development on flood plains</li> </ul>	<ul style="list-style-type: none"> <li>• Flood risk is a material planning consideration</li> <li>• Recognise the uncertainties of flooding and the expected increase due to climate change.</li> <li>• Apply the precautionary principle to avoid flood risk where possible</li> <li>• Recognise the importance of functional flood plains, and avoid inappropriate development on them</li> <li>• Developers should fund flood defences needed because of new development</li> </ul>	<p>Policies should aim to reduce flood risk where possible and protect floodplains inline with national guidance</p>	Data on whole catchment area may be more relevant than data restricted to district boundaries

## Regional Plans and Strategies

### The Regional Spatial Strategy

The West Midlands Spatial Strategy sets the Spatial Planning Context for the Bromsgrove Local Development Framework. The Spatial Strategy is broken down into a number of aims. The aims are detailed below together with the implications for the Bromsgrove Local Development Framework.

- Urban Renaissance

Challenge      Creating communities in towns and cities where people choose to live, work and invest.

Implications    Restricting growth and development in Bromsgrove so as to encourage renewal of the West Midlands Major Urban Areas.

- Rural Renaissance

Challenge      Addressing more effectively the major changes which are challenging the traditional roles of rural areas and the countryside.

Implications    Take a positive stance towards the economic diversification of agriculture and farms and the need to provide affordable homes for local households. Priority to match housing, commercial, retail and community services, like health and education, to local needs and circumstances.

- Communities for the Future

Challenge      Shifting the balance of new housing in favour of the Major Urban Areas and the creation of balanced communities.

Implications    Restricting new housing growth to that for local needs only and creating balanced communities with a range of different housing and tenures.

- Prosperity for All

Challenge Improving the economic performance of the Region and improving people’s access to job opportunities.

Implications The provision of a portfolio of sites which are attractive to developers and operators, broadening the economic base of the District through the promotion of the High Technology Corridor and the improving of access to job opportunities

- Quality of the Environment

Challenge Protect high-quality areas with the improvement quality elsewhere and the prudent use of resources.

Implications The maintenance of a high quality rural and urban environment, increasing biodiversity in the District and the promotion of renewable energy sources.

- Transport and Accessibility

Challenge Seek to reduce the need to travel, and to make the best use of existing infrastructure.

Implications Encouraging the best use is made of the District’s existing transport infrastructure especially public transport and cycle-ways. Influence the reduction in levels of car use.

### Other Relevant Regional Plans and Strategies

Name of Plan	Key aims of Document	Key objectives, targets and indicators relevant to LDF and SA	Implications for LDF	Implications for SA
Regional Economic Strategy for the West Midlands	<ul style="list-style-type: none"> <li>• Support modernisation of and diversification of West Midlands to ensure economic growth</li> </ul>	<ul style="list-style-type: none"> <li>• Developing diverse and dynamic business base</li> <li>• Promote learning and increased skills</li> <li>• Better transport and use of ICT</li> <li>• The regeneration of communities</li> </ul>	Develop strategic policies to reflect these objectives	SA Framework to reflect these objectives



Regional Transport Strategy for the West Midlands	<ul style="list-style-type: none"> <li>• Improve accessibility across the region</li> </ul>	<ul style="list-style-type: none"> <li>• Reducing the need to travel</li> <li>• Expanding travel choice</li> <li>• Tackling congestion</li> <li>• Improving safety</li> <li>• Protection of the environment</li> </ul>	As part of the RSS all polices should be in conformity with these aims and objectives.	SA Framework to reflect these objectives
West Midlands Cultural Strategy 2001 – 2006	<ul style="list-style-type: none"> <li>• Preservation, renewal and promotion of cultural activities across the region</li> </ul>	<ul style="list-style-type: none"> <li>• Promotion of cultural education</li> <li>• Ensuring the economic potential of cultural activities</li> <li>• Providing range of Cultural Activities</li> </ul>	Polices should reflect the cultural diversity of the region	SA framework should identify the importance of the regions culture
West Midlands Housing Strategy	<ul style="list-style-type: none"> <li>• To develop a pattern of housing investment that meets the needs and aspirations of the people of the West Midlands</li> </ul>	<ul style="list-style-type: none"> <li>• Urban renaissance – reduce out migration from urban areas</li> <li>• Rural Renaissance</li> <li>• Encourage Housing Choice and affordability</li> </ul>	Housing SPDs should be addressed at meeting these objectives.	Ensure objectives are reflected in SA Framework.
West Midlands Sustainable Development Framework	<ul style="list-style-type: none"> <li>• Develop thriving sustainable communities</li> <li>• Enhance and protect the environment</li> <li>• Ensure prudent and</li> </ul>	<ul style="list-style-type: none"> <li>• Reduce car dependence</li> <li>• Encourage urban living</li> <li>• Housing to be developed on PDL</li> <li>• Encourage rural diversification</li> </ul>	Core strategy polices should address these wider strategic themes	Ensure objectives are reflected in SA Framework.

	<p>efficient use of natural resources</p> <ul style="list-style-type: none"> <li>• Developing a flourishing, diverse and stable regional economy</li> </ul>	<ul style="list-style-type: none"> <li>• Environmental protection</li> </ul>		
<p>Sustainable Communities in the West Midlands: Building Action for the Future</p>	<ul style="list-style-type: none"> <li>• To provide a framework to ensure the region has sustainable communities</li> </ul>	<ul style="list-style-type: none"> <li>• Urban Renaissance</li> <li>• Rural Renaissance</li> <li>• Diversifying and modernising the regions economy</li> </ul> <p>Modernising the Transport infrastructure of the region</p>	<p>Identifies similar issues to those which have been addressed in the RSS</p>	<p>Ensure objectives are reflected in SA Framework.</p>

## Local Plans and Strategies

### The Bromsgrove Community Plan

The community vision for Bromsgrove is contained in the Bromsgrove Community Plan (2003–2013). It is intended that the LDF will adopt the vision and aims of the Community Plan. The Bromsgrove Community Plan identifies five priority areas, these are detailed below together with the vision for each area and the objectives that are intended to be developed through the Local Development Framework.

- Consider your Environment (conservation, biodiversity, countryside and sustainability)

Vision	“The vision we share is that we can live and work in a clean and unpolluted district, where our countryside and heritage is protected and maintained in good condition for everyone to enjoy, and where there is high quality but affordable public transport”.
Objectives	<ul style="list-style-type: none"><li>- Protect and enable access to the countryside and open spaces in towns</li><li>- Protect wildlife and enhance biodiversity</li><li>- Safeguard and strengthen landscape character and local distinctiveness</li><li>- Enable reductions in pollution and land contamination</li><li>- Conserve and enhance local heritage, including buildings, ancient monuments and promote the enhancement of existing and designation of new Conservation Areas</li><li>- Improve public transport, walking and cycle networks</li><li>- Actively involve people in decisions and actions to improve their surroundings</li></ul>

- Develop & Prosper (traffic, planning and economic development issues)

Vision            “We will seek to achieve the best possible balance between necessary development and the overall protection of the built and natural environment. We aim to increase the range of employment opportunities, improve availability of and access to public transport for all sectors of the community, thereby supporting and promoting the economy and quality of life.”

- Objectives
- Enable the provision of high-quality ‘fit and affordable’ housing
  - Provision of housing for all to cater for a mix of households in sustainable locations with good access to transport, education, health and social services
  - Improve public transport
  - Enhance the town centre
  - Build up tourism and improve sustainability of tourism related employment
  - Ensure Bromsgrove is seen as an attractive business location
  - Support rural communities and industries

- Feel Safe (community safety, crime and disorder issues)

Vision            “Our vision is to reduce crime, disorder and their social implications and economic costs in Bromsgrove District. To improve the quality of life of all people living and working here, in particular for those in the most vulnerable and disadvantaged areas.

## Objectives

- Enable an improvement in the quality of life through a reduction in crime
- Enable an improvement in road safety

- Health & Social Well-being (health promotion, NHS, social care and housing issues)

Vision “We aim to improve health by the provision of effective services in health, housing and social care. We want local residents to have the opportunity to experience good health and well-being, wherever they live in the District”.

- Objectives
- Increase access to healthcare
  - Enable an increase in physical activity
  - Enable the provision of new social care housing units

- Learn & Grow (lifelong learning, youth groups and recreation/leisure)

Vision “Our vision is to enable all members of the Bromsgrove District to have accessible opportunities that contribute to a full and vibrant life”.

- Objectives
- Enable an increase in the participation in lifelong learning through the provision of new facilities
  - Increase opportunities for recreation and leisure through an increase in community facilities.

## Other Relevant Local Plans and Strategies

Name of Plan	Key aims of Document	Key objectives, targets and indicators relevant to LDF and SA	Implications for LDF	Implications for SA
Bromsgrove Corporate Plan	<ul style="list-style-type: none"> <li>The Corporate Plan sets out how the Council will play a leading role in the future of Bromsgrove District.</li> </ul>	<ul style="list-style-type: none"> <li>To make a major contribution towards achieving a healthy caring and socially aware community.</li> <li>To provide a clean, safe and attractive environment</li> <li>To protect and improve our environment and promote sustainable communities</li> <li>To foster and sustain a strong and expanding economy.</li> <li>To provide sustainable culture and leisure opportunities.</li> <li>To be an efficient and effective Council.</li> </ul>	The Plan reflects the aims and objectives of the Council as such the LDF will need to take account and where appropriate implement the Council's objectives.	Ensure objectives and are reflected in SA Framework.
Local Air Quality Management Action Plan	<ul style="list-style-type: none"> <li>Provides a strategy to ensure that air quality improves in the Lickey End area of the District.</li> </ul>	<ul style="list-style-type: none"> <li>Improve uptake of public transport, walking and cycling so as to reduce car use and associated pollution.</li> <li>Ensure that air quality is taken into account during the planning process.</li> <li>Ensure air quality assessments are undertaken of new development proposals.</li> </ul>	Need to ensure that Strategic Policies as well as those related to the area of low air quality reflect the need to	Need to ensure that the requirements of the SEA are met in respect of air quality.

		<ul style="list-style-type: none"> <li>• Encourage an uptake in the transportation of freight by rail.</li> </ul>	improve air quality.	
A Community Strategy for Worcestershire	<ul style="list-style-type: none"> <li>• A county with safe, cohesive, healthy and inclusive communities, a strong and diverse economy and a valued and cherished environment.</li> </ul>	<ul style="list-style-type: none"> <li>• Provide for the needs of all groups in society and treat people with equality and value diversity.</li> <li>• Build strong, cohesive communities and promote good community relations.</li> <li>• Take account of the needs of future generations.</li> <li>• Actively seek ways to improve people's health and well-being.</li> <li>• Involve and listen to local people and local communities these could be geographical communities or communities of interest.</li> </ul>	That the Plan reflects not just the needs of the local community but also where appropriate the needs of all those living in Worcestershire.	Ensure objectives and are reflected in SA Framework.
Worcestershire Playing Pitch Strategy	<ul style="list-style-type: none"> <li>• That the local community has access to outdoor recreation opportunities.</li> </ul>	<ul style="list-style-type: none"> <li>• A minimum standard of 2.4 hectares (or six acres) of 'outdoor playing space' (defined as pitches, greens, courts, parks, playgrounds, informal play space) per 1,000 population.</li> <li>• Bromsgrove has a shortfall of junior sports fields, changing rooms, hockey and cricket pitches.</li> </ul>	That the LDF reflects the need to provide recreation facilities in excess of minimum standards.	Ensure objectives and are reflected in SA Framework.

Housing Needs Survey	<ul style="list-style-type: none"> <li>● Provision of affordable housing to meet need identified in survey.</li> </ul>	<ul style="list-style-type: none"> <li>● Increase provision of affordable housing units to meet new requirements.</li> </ul>	Ensure that the LDF reflects the need to ensure more affordable housing is built throughout the District.	Ensure objectives are reflected in SA Framework.
Countryside & Access Recreation Strategy	<ul style="list-style-type: none"> <li>● Provision of access to countryside and associated recreational activities.</li> </ul>	<ul style="list-style-type: none"> <li>● Ensuring opportunity is available to all sections of the community to enjoy the countryside.</li> <li>● Securing and promoting opportunities for countryside access.</li> <li>● Promote responsible land use activities so as to reduce the conflict.</li> <li>● Making use of recreational opportunities whilst protecting the countryside.</li> <li>● Provide a range of facilities of high standard to meet the differing demands of users.</li> <li>● Contributing to and promoting the associated health benefits of countryside recreation activities.</li> <li>● Raise awareness of the opportunities and</li> </ul>	Ensure that the LDF reflects the objectives of the Strategy.	Ensure objectives and are reflected in SA Framework



		<p>benefits of countryside recreation to the diversification of the rural economy, in particular rural tourism.</p> <ul style="list-style-type: none"> <li>• Encourage and promote the use of a greater variety of transport modes to access the countryside and in particular alternatives to the car.</li> </ul>		
<p>Bromsgrove District Biodiversity Action Plan</p>	<ul style="list-style-type: none"> <li>• Protection of the Districts rich biodiversity.</li> </ul>	<ul style="list-style-type: none"> <li>• Protect and enhance species at risk in the District including, Otters, Water Vole, Great Crested Newt, slow worms, Bats, Slow Worm and White Clawed Crayfish.</li> <li>• Assessment of all sites prior to allocation for development.</li> <li>• Sustainable water usage.</li> <li>• Enhance woodlands within the District.</li> <li>• Encourage organic use of land.</li> <li>• Identify and co-ordinate wildlife corridors.</li> <li>• Retain and manage existing Green Spaces.</li> <li>• Designate and manage Local Nature Reserves.</li> <li>• Support wildlife-friendly building design.</li> <li>• Develop wildlife areas within cemeteries.</li> </ul>	<p>Ensure that the LDF reflects the need to at a minimum protect and where possible enhance the District's biodiversity.</p>	<p>Need to ensure that the requirements of the SEA are met in respect of biodiversity.</p>

<p>Local Transport Plan (2001-06)</p>	<ul style="list-style-type: none"> <li>● To provide a transport system that is safe, efficient, clean and fair. This is to be achieved through integrating the County's transport provision in order to extend choice and maximise accessibility and mobility for all sections of the community within the context of sustainability.</li> </ul>	<ul style="list-style-type: none"> <li>● To reduce dependency on the private car.</li> <li>● To increase the choice of transport available to all.</li> <li>● To improve the efficiency of the existing transport system.</li> <li>● To reduce the need for people to travel.</li> <li>● To improve the safety of all travellers.</li> <li>● To ensure transport facilitates the social inclusion of all the County's residents.</li> <li>● To maximise the independent mobility of vulnerable transport users with particular regard to children, the elderly and the mobility impaired.</li> <li>● To sustain a thriving local economy whilst minimising the adverse impact of transport on the environment.</li> <li>● To gain public recognition and support for the aims of the LTP.</li> <li>● To utilise local knowledge in order to ensure that the plan meets local needs.</li> <li>● To improve the quality of life for the residents of Worcestershire.</li> </ul>	<p>Ensure that the LDF reflects the need to promote sustainable transport options.</p>	<p>Ensure objectives and are reflected in SA Framework</p>
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<p>Community Safety Strategy (2002-05)</p>	<ul style="list-style-type: none"> <li>• To reduce crime, disorder and their social implications &amp; economic costs in the District, &amp; improve the quality of life of all people living and working there. In particular, those in its most vulnerable and disadvantaged areas.</li> </ul>	<ul style="list-style-type: none"> <li>• Reduce the number of offences of burglary and vehicle crime in the District.</li> <li>• To prevent, reduce and address offences of crime and antisocial behaviour by an against young people in the District.</li> <li>• To prevent, reduce and address crimes against minorities and acts of antisocial behaviour.</li> <li>• To improve local road safety and reduce road traffic and personal injury accidents.</li> <li>• To reduce demand for, the supply of and the adverse effects of, illegal drugs.</li> </ul>	<p>Ensure that the objectives and targets are recognised by the LDF.</p>	<p>Ensure where appropriate the objectives are reflected in the SA Framework</p>
<p>Local Agenda 21 Strategy</p>	<ul style="list-style-type: none"> <li>• The need to maintain and improve the quality of life for everyone, now and in the future. This means protecting and enhancing the environment, meeting social needs, and promoting economic</li> </ul>	<ul style="list-style-type: none"> <li>• Improve access to shops for all.</li> <li>• Promote local produce and farms.</li> <li>• Improve employment opportunities.</li> <li>• Support growth of local businesses.</li> <li>• Reduce adverse impacts of new developments.</li> <li>• Protect and enhance our natural heritage.</li> <li>• Protect and enhance our built heritage.</li> <li>• Improve access to the Countryside.</li> </ul>	<p>Ensure that the objectives of the strategy reflect the objectives of the Agenda 21 Strategy and contributes towards achieving sustainable</p>	<p>Ensure that the SA reflects the requirements of the Strategy and contributes towards achieving sustainable development.</p>

	development.	<ul style="list-style-type: none"> <li>● Protect and enhance local wildlife.</li> <li>● Protect and enhance green spaces.</li> <li>● Improve protection of local trees.</li> <li>● Improve road safety.</li> <li>● Reduce dependency on the car / promote low emission methods of transport.</li> <li>● Promote safer routes to school.</li> <li>● Improve public transport.</li> <li>● Reduce air pollution to levels which do not damage natural systems.</li> <li>● Improve river quality and reduce water pollution.</li> <li>● To reduce levels of contaminated land.</li> <li>● Encourage active lifestyles.</li> <li>● Reduce accident rate.</li> <li>● Reduce water consumption in the District.</li> <li>● Reduce household energy demand.</li> <li>● Improve road safety.</li> <li>● Reduce crime and disorder and improve quality of life for the most disadvantaged.</li> </ul>	development	
Contaminated Land Strategy	● To identify and remove unacceptable	● Remove unacceptable risk to human health and the environment that may originate from	Ensure that the objectives of the	Ensure that the SA reflects the

	<p>risk to human health and the environments and bring damaged land back into beneficial use.</p>	<p>contaminated land in the District.</p> <ul style="list-style-type: none"> <li>• See to bring contaminated land in the District back into beneficial use.</li> <li>• Seek to ensure that the cost burdens faced by individuals, companies and society are proportionate, manageable and economically sustainable.</li> <li>• Ensure that all local issues are considered.</li> <li>• Ensure all remediation work is performed correctly.</li> <li>• Require that land is for a 'suitable use'.</li> <li>• Provide continued protection to local communities.</li> </ul>	<p>strategy and requirements of associated legislation are recognised by the LDF.</p>	<p>requirements of the Strategy and associated legislation.</p>
<p>Worcestershire Tourism Strategy (2002 – 2005)</p>	<ul style="list-style-type: none"> <li>• To help provide a high quality experience for all our visitors and to bring economic, social and environmental benefit through a growing and sustainable visitor economy.</li> </ul>	<ul style="list-style-type: none"> <li>• Enable an increase in tourism.</li> <li>• Increase the range and number of places and activities which attract visitors.</li> <li>• Build partnership working.</li> <li>• Strengthen links and co-ordination between tourism support and other strategies.</li> </ul>	<p>Ensure that the LDF supports the general aims and objectives of the Tourism Strategy.</p>	<p>Ensure where appropriate the objectives are reflected in the SA Framework</p>

<p>Worcestershire Cultural Strategy (2002 - 2007)</p>	<ul style="list-style-type: none"> <li>● Improve the cultural life of people living in Worcestershire.</li> </ul>	<ul style="list-style-type: none"> <li>● Promoting proposals that celebrate the distinctive lives of Worcestershire's diverse communities.</li> <li>● Celebrating our cultural heritage, our landscape, towns and villages and waterways, both for residents and visitors.</li> <li>● Linking culture with other initiatives aimed at improving the social, economic and environmental well being of Worcestershire's communities.</li> <li>● Develop creative and cultural industries.</li> <li>● Develop lifelong learning opportunities.</li> <li>● Encourage exciting and innovative approaches to design of our buildings and public spaces.</li> <li>● Ensure that new cultural facilities are built where they are most needed and will be most successful.</li> <li>● Ensure that cultural activities are within reach of all communities and sectors and especially the deprived and excluded.</li> </ul>	<p>Ensure that the LDF supports the general aims and objectives of the Tourism Strategy</p>	<p>Ensure where appropriate the objectives are reflected in the SA Framework</p>
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		<ul style="list-style-type: none"> <li>• Ensure active cultural provision in all local communities.</li> </ul>		
Redditch and Bromsgrove PCT Local Delivery Plan	Promotion of a healthy population and access to healthcare for all.	<ul style="list-style-type: none"> <li>• Improved access for emergency and planned care.</li> <li>• Improved access to services for disadvantaged groups and areas.</li> <li>• Contribution to regeneration and neighbourhood renewal.</li> <li>• Improve physical activity.</li> <li>• Address the needs of disabled individuals and groups.</li> <li>• Support rural economic development and inward investment for health.</li> <li>• Support a combined health and transport strategy.</li> <li>• Promote healthy prisons.</li> </ul>	Ensure that the LDF supports the general aims and objectives of the PCT Delivery Plan.	Ensure where appropriate the objectives are reflected in the SA Framework Plan.

The tables below identify the source of each objective by identifying its relationship to objectives of other plans and strategies, the baseline study and indicators that could be used to measure success. In some circumstances, the objectives of other plans and strategies stated below will be relevant to a number of LDF Objectives. However to avoid repetition they are only stated once under the comparable LDF Objective.

### Social Objectives

Objective	Primary Baseline Study Issues	Relevant Objectives from other Plans and Strategies	Possible Indicators
Create communities where people want to live, work and socialise.	<ul style="list-style-type: none"> <li>● Population</li> <li>● Housing</li> <li>● Culture and Leisure</li> <li>● Air quality</li> <li>● Noise</li> <li>● Economy</li> </ul>	<ul style="list-style-type: none"> <li>● Increased involvement of local communities (Urban White Paper)</li> <li>● Attractive well designed and safe local environments (Urban White Paper)</li> <li>● Promote Urban and Rural Regeneration (PPS1 Delivering Sustainable Development, PPG17 Planning for open space)</li> <li>● Give high priority to ensuring access for all to jobs, health, education, shops, leisure and</li> </ul>	<ul style="list-style-type: none"> <li>● Housing completions</li> <li>● Average property price</li> </ul>



		community facilities (PPS1 Delivering Sustainable Development)	
Meet the housing requirements of all members of the community.	<ul style="list-style-type: none"> <li>• Population</li> <li>• Housing</li> </ul>	<ul style="list-style-type: none"> <li>• Adequate affordable housing provision to meet needs (Sustainable Communities Plan)</li> </ul>	<ul style="list-style-type: none"> <li>• Housing completions</li> <li>• Provision of affordable housing against required rates identified in housing needs study</li> </ul>
Ensure the community has accessible healthcare.	<ul style="list-style-type: none"> <li>• Population</li> <li>• Health</li> <li>• Transport</li> </ul>	<ul style="list-style-type: none"> <li>• Increase access to healthcare (Community Plan)</li> </ul>	<ul style="list-style-type: none"> <li>• Percentage of the population in good health</li> </ul>
Provision of leisure and educational facilities to meet the needs all the community.	<ul style="list-style-type: none"> <li>• Population</li> <li>• Culture and leisure</li> <li>• Education</li> </ul>	<ul style="list-style-type: none"> <li>• Opportunities for outdoor sport and recreation (PPG2 Green Belts)</li> <li>• Increase levels of community involvement (PPG17 planning for open space, sport, and recreation)</li> </ul>	<ul style="list-style-type: none"> <li>• Percentage of population access to leisure facilities</li> </ul>
Better quality of life through a safer and better designed urban and rural environment.	<ul style="list-style-type: none"> <li>• Community safety</li> </ul>	<ul style="list-style-type: none"> <li>• Promote communities which are inclusive, healthy, safe and crime free. (PPS1 Delivering Sustainable Development)</li> <li>• Density of new housing proposals to be not less than 30 per hectare (PPG3 Housing)</li> </ul>	<ul style="list-style-type: none"> <li>• Lower crime rates</li> </ul>

		<ul style="list-style-type: none"> <li>• New developments should take account of acceptable and unacceptable levels of noise (PPG24 Planning and noise)</li> <li>• New developments containing noisy activities should take place away from noise sensitive land uses (PPG24 Planning and noise)</li> <li>• Enable an improvement in the quality of life through a reduction in crime (Community Plan)</li> </ul>	
Promote thriving, balanced, inclusive and sustainable rural communities.	<ul style="list-style-type: none"> <li>• Population</li> <li>• Deprivation</li> <li>• Community safety</li> <li>• Housing</li> <li>• Culture and leisure</li> <li>• Transport</li> <li>• Economy</li> </ul>	<ul style="list-style-type: none"> <li>• Thriving Rural communities (Rural White Paper)</li> <li>• Access to public services (Rural White Paper)</li> <li>• Diverse rural Economy (Rural White Paper)</li> <li>• Retain land in agricultural uses (PPG2 Green Belts)</li> </ul>	<ul style="list-style-type: none"> <li>• Affordable housing provision rates</li> <li>• New business start ups in rural areas</li> </ul>

		<ul style="list-style-type: none"> <li>• Sustainable economic growth in rural areas (PPS7 Sustainable development in rural areas)</li> </ul>	
<p>Ensure all members of the community have a viable choice of transport options.</p>	<ul style="list-style-type: none"> <li>• Population</li> <li>• Transport</li> </ul>	<ul style="list-style-type: none"> <li>• To tackle congestion and pollution by improving all types of transport - rail and road, public and private – in ways that increase choice (Transport 10 year plan)</li> <li>• Locate development in places which can be served by public transport (PPG13 Transport)</li> <li>• Promote accessibility to jobs, shopping and leisure facilities (PPG13 Transport)</li> <li>• Expanding Travel Choices (Regional Transport strategy for the West Midlands)</li> </ul>	<ul style="list-style-type: none"> <li>• Achieve targets set out in LTP2</li> </ul>
<p>Seek an improvement in retail opportunities and choices throughout the District.</p>	<ul style="list-style-type: none"> <li>• Population</li> <li>• Economy</li> </ul>	<ul style="list-style-type: none"> <li>• Promote retail growth to meet local needs in existing sustainable retail centres (PPG6 Town Centres and Retail Developments)</li> </ul>	<ul style="list-style-type: none"> <li>• Lower shop vacancy rates in local centres</li> <li>• Number of shops in rural settlements</li> </ul>

## Environmental Objectives

Objective	Baseline Study	Other Plans and Strategies	Possible Indicators
Protect our existing special natural environment	<ul style="list-style-type: none"> <li>● Biodiversity</li> <li>● Landscape</li> <li>● Soil and land quality</li> <li>● Water quality and flooding</li> </ul>	<ul style="list-style-type: none"> <li>● Greater protection of SSSIs (The Countryside and Rights of Way Act 2000)</li> <li>● Stronger Wildlife protection (The Countryside and Rights of Way Act 2000)</li> <li>● To Secure nature conservation interest (PPG2 Green Belts)</li> <li>● Reduce loss of important landscape areas (PPS7 Sustainable developments in rural areas)</li> <li>● Minimise the adverse effects on wildlife where conflict is unavoidable (PPS7 Sustainable developments in rural areas)</li> <li>● Ensure protection of environment when waste is disposed of (PPG10 Planning and Waste Management)</li> <li>● Increased use of previously</li> </ul>	<ul style="list-style-type: none"> <li>● Amount of Green Belt</li> <li>● Condition of SSSIs</li> <li>● Biodiversity Action Plan targets</li> </ul>

		<p>developed land as opposed to Greenfield (PPS 23 Planning and pollution control)</p> <ul style="list-style-type: none"> <li>• Necessary polluting activities should be planned to minimise adverse effects and contained within acceptable limits (PPS23 Planning and pollution control)</li> <li>• EIA carried out where development could have a negative effect on the environment (PPS23 Planning and Pollution Control)</li> </ul>	
Promote biodiversity enhancement	<ul style="list-style-type: none"> <li>• Biodiversity</li> <li>• Landscape</li> </ul>	<ul style="list-style-type: none"> <li>• Reduce the rate of biodiversity loss (Securing the Future – The UK Sustainable Development Strategy)</li> <li>• Recognise the need to enhance as well as protect biodiversity. (PPS1 Delivering Sustainable Development)</li> <li>• Increase the biodiversity of the district (PPG9 Nature Conservation)</li> </ul>	<ul style="list-style-type: none"> <li>• Biodiversity Action Plan targets</li> </ul>

<p>Conserve and enhance the local built heritage</p>	<ul style="list-style-type: none"> <li>● Historic built environment</li> </ul>	<ul style="list-style-type: none"> <li>● Take account of surrounding densities and character of an area (PPG3 Housing)</li> <li>● Protect the historic environment including listed buildings and conservation areas (PPG15 Planning and the historic environment)</li> </ul>	<ul style="list-style-type: none"> <li>● Percentage of built environment covered by conservation areas</li> <li>● Number of buildings on local list</li> <li>● Number of buildings as risk</li> </ul>
<p>Promote the enhancement of existing areas of conservation</p>	<ul style="list-style-type: none"> <li>● Landscape</li> <li>● Historic Built Environment</li> </ul>	<ul style="list-style-type: none"> <li>● Conserve and enhance local heritage, including buildings, ancient monuments and promote the enhancement of existing and designation of new Conservation Areas. (Community Plan)</li> </ul>	<ul style="list-style-type: none"> <li>● Number of Conservation Area enhancement schemes initiated</li> </ul>
<p>Seek to identify and protect further areas of historical and natural importance</p>	<ul style="list-style-type: none"> <li>● Historic Built Environment</li> <li>● Landscape</li> <li>● Biodiversity</li> <li>● Soil and land quality</li> <li>● Water quality and flooding</li> </ul>	<ul style="list-style-type: none"> <li>● Protect new and existing sites of Archaeological interest (PPG16 Archaeology and planning)</li> </ul>	<ul style="list-style-type: none"> <li>● Number of new Conservation Areas</li> </ul>

<p>Seek to reduce travel and promote an improvement in sustainable transport options</p>	<ul style="list-style-type: none"> <li>● Transport</li> </ul>	<ul style="list-style-type: none"> <li>● Cut emissions from the transport sector (UK Climate Change Program)</li> <li>● Reduce the need to travel (PPS1 Delivering Sustainable Development, Regional Transport Strategy for the West Midlands)</li> <li>● Encourage economic development in sustainable locations that minimises the use of private motor vehicle transport (PPG4 industrial, commercial development and small firms)</li> <li>● Reduce the need to travel especially by car (PPG13 Transport)</li> </ul>	<ul style="list-style-type: none"> <li>● Achieve targets set out in LTP2</li> </ul>
<p>Promote efficient use of the earths resources and promote renewable energy</p>	<ul style="list-style-type: none"> <li>● Housing</li> <li>● Transport</li> <li>● Economy</li> <li>● Climate change</li> <li>● Material Assets</li> <li>● Waste</li> </ul>	<ul style="list-style-type: none"> <li>● Influence consumption patterns (Securing the Future – The UK Sustainable Development Strategy)</li> <li>● Drive to improve resource efficiency and reduce waste and harmful emissions across business sectors. (Securing the Future – The UK Sustainable Development Strategy)</li> </ul>	<ul style="list-style-type: none"> <li>● Reduction in emissions</li> <li>● Number of new developments incorporating solar panels</li> <li>● Number of renewable energy generation schemes</li> </ul>

		<ul style="list-style-type: none"> <li>• Reduction in use of natural resources (Sustainable Communities Plan)</li> <li>• Improve business and residential use of energy including better efficiency (UK Climate Change Program)</li> <li>• Encourage renewable power generation (UK Climate Change Program)</li> <li>• Reduction in CO2 emissions (Energy White Paper, PPS22 Renewable energy)</li> <li>• Promotion of Waste Hierarchy (PPG10 Planning and Waste Management)</li> <li>• Ensure new developments incorporate recycling facilities(PPG10 Planning and Waste Management)</li> <li>• Increase in renewable energy production (PPS22 Renewable energy)</li> </ul>	
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		<ul style="list-style-type: none"> <li>• Encourage the remediation of contaminated land (PPS23 Planning and pollution control)</li> </ul>	
Maintain the principles of Green Belt designation	<ul style="list-style-type: none"> <li>• Landscape</li> </ul>	<ul style="list-style-type: none"> <li>• Bring Forward sufficient land of a suitable quality in the right locations (PPS1 Delivering Sustainable Development)</li> <li>• Provision of opportunities for access to the countryside for the urban population (PPG2 Green Belts)</li> </ul>	<ul style="list-style-type: none"> <li>• Percentage of land in Green Belt</li> </ul>

### Economic Objectives

Objective	Baseline Study	Other Plans and Strategies	Possible Indicators
Maintain a high and stable level of employment by supporting economic modernisation	<ul style="list-style-type: none"> <li>• Economy</li> <li>• Population</li> </ul>	<ul style="list-style-type: none"> <li>• High and Stable levels of Economic growth and employment (Sustainable communities plan)</li> <li>• Diversifying and modernising the regions economy (Sustainable Communities in the West Midlands)</li> </ul>	<ul style="list-style-type: none"> <li>• Unemployment rate</li> <li>• New business start ups</li> </ul>

Improve peoples access to job opportunities in new technologies	<ul style="list-style-type: none"> <li>● Economy</li> <li>● Population</li> <li>● Education</li> <li>● Transport</li> </ul>	<ul style="list-style-type: none"> <li>● Promote learning and increased skills (Regional Economic Strategy)</li> </ul>	<ul style="list-style-type: none"> <li>● Number of further education courses in District and population attendance</li> </ul>
Ensure opportunities for growth are linked to meeting the needs of the community	<ul style="list-style-type: none"> <li>● Population</li> <li>● Economy</li> </ul>	<ul style="list-style-type: none"> <li>● Developing a diverse and dynamic business base (Regional Economic Strategy)</li> </ul>	<ul style="list-style-type: none"> <li>● Population identified as living and working in the District</li> </ul>
Enable schemes that promote sustainable tourism	<ul style="list-style-type: none"> <li>● Culture and leisure</li> <li>● Transport</li> <li>● Climate change</li> <li>● Economy</li> </ul>	(To be identified)	(To be identified)
Ensure sufficient sites are provided to ensure sustainable economic growth	<ul style="list-style-type: none"> <li>● Economy</li> </ul>	<ul style="list-style-type: none"> <li>● High and Stable levels of Economic growth and employment (Sustainable communities plan)</li> </ul>	<ul style="list-style-type: none"> <li>● Employment land supply</li> </ul>
Provide positive support towards rural diversification	<ul style="list-style-type: none"> <li>● Economy</li> </ul>	<ul style="list-style-type: none"> <li>● Thriving rural communities (rural white paper)</li> <li>● Diverse rural economy (Rural white paper)</li> </ul>	<ul style="list-style-type: none"> <li>● New business start ups in rural areas</li> <li>● Planning applications for rural diversification</li> </ul>
Encourage cross-border economic linkages	<ul style="list-style-type: none"> <li>● Economy</li> </ul>	(To be identified)	(To be identified)

## **Appendix 4 Local Development Framework Objectives Compatibility Matrix**

The matrix on the following page assess the compatibility of the LDF Objectives against each other.

### **Key to Local Development Framework Objectives**

#### **Social Objectives**

- L1 Create communities where people want to live, work and socialise
- L2 Meet the housing requirements of all members of the community
- L3 Ensure the community has accessible healthcare
- L4 Provision of leisure and educational facilities to meet the needs all the community
- L5 Better quality of life through a safer and better designed urban and rural environment
- L6 Promote thriving, balanced, inclusive and sustainable rural communities
- L7 Ensure all members of the community have a viable choice of transport options
- L8 Seek an improvement in retail opportunities and choices throughout the District

#### **Environmental Objectives**

- L9 Protect our existing special natural environment
- L10 Promote biodiversity enhancement
- L11 Conserve and enhance the local built heritage
- L12 Promote the enhancement of existing areas of conservation
- L13 Seek to identify and protect further areas of historical and natural importance
- L14 Seek to reduce travel and promote an improvement in sustainable transport options
- L15 Promote efficient use of the earths resources and promote renewable energy
- L16 Maintain the principles of Green Belt designation

#### **Economic Objectives**

- L17 Maintain a high and stable level of employment by supporting economic modernisation
- L18 Improve peoples access to job opportunities in new technologies
- L19 Ensure opportunities for growth are linked to meeting the needs of the community
- L20 Enable schemes that promote sustainable tourism
- L21 Ensure sufficient sites are provided to ensure sustainable economic growth
- L22 Provide positive support towards rural diversification
- L23 Encourage cross-border economic linkages

### Local Development Framework Objectives Compatibility Matrix

Objectives are compatible = + Possible conflict = / Mutually incompatible = ~ Compatibility unknown = ? No impact = (blank)

Objectives																								
L1	L1																							
L2	+	L2																						
L3	+		L3																					
L4	+	?		L4																				
L5	+	?			L5																			
L6	+	+	+	+	+	L6																		
L7	+		+		+	+	L7																	
L8	+				?	+	?	L8																
L9	+				?	?	?	/	L9															
L10	?				?	?	?	/	+	L10														
L11	?	?			?	?	?	/	?	?	L11													
L12	?	?			+	?		?	+	+	+	L12												
L13	?							?	+	+	+	+	L13											
L14		?	+	+	+	+	+	/	?	?	?			L14										
L15		/	/			+	+	/	+	+	?	?	+	+	L15									
L16		/			?	?	?	/	+	+	+	+	+	?	?	L16								
L17	?			+		?		?	/	/	/	?	/	?	/	/	L17							
L18	?			+	?	?	+	?	?	?	?		?	?	?	?	+	L18						
L19	+	+			?	+		?	/	?		?		+	/	?	?	+	L19					
L20				+		+	+	?	?	+	+	+	+	+	+	?	?			L20				
L21						?			/	/			/	/	/	/	+	+	+	?	L21			
L22	?	?				+			/	/		?	/	/	?	/	?	?	+	+	+	L22		
L23									/					/	?	?	+	+	?		+	?	L23	

The table below documents key sustainability issues that have arisen out of the baseline characterisation study and assessment of other relevant plans and strategies and opportunities available to the Council.

<b>Key Issues and problems</b>	<b>Source</b>	<b>Opportunities</b>
Rising older population	Census 2001	Need to know what the District's older population require. Population demographics need to influence the contents of future documents.
Barriers to housing and services in rural areas	Index of Multiple Deprivation (IMD)	The District has comparatively little deprivation. Opportunity to reduce incidences of rural deprivation by increasing access to 'fit and affordable' housing and local services.
Large identified greenfield sites for future development needs	PPG2 Local Plan	Council have followed national guidance and given certainty to Green Belt boundaries by reserving land for the future development needs of the District. Opportunity to use or protect land for the future.
Housing to meet local needs	Regional Spatial Strategy	Opportunity to target housing to the needs of existing local communities.
Reducing fear of crime	Community Safety Strategy	Land use can take a lead role in defining places and ensuring that crime is designed out of communities.
Under-provision of affordable housing	Housing Needs Survey	Opportunity to target housing to the needs of existing local communities.

Implications of redeveloping brownfield sites	PPG 3	Balance between making best use of brownfield land , ensuring existing green corridors are maintained and ensuring people have 'space to live'.
School rebuilding and resiting programme	Bromsgrove Schools PFI Project	Opportunity to improve educational facilities and achievement and reuse sites for the benefit of local communities.
High car usage and congestion	Local Transport Plan and Census 2001	Denser population and car use results in increased population. Denser population also improves viability of public transport. Need to ensure public transport options meet needs of local communities.
Commuting out of District	Census 2001	Need to reverse trend in commuting and promote communities where people live and work. Promote sustainable commuting options.
Local facilities to meet the needs of the population	Bromsgrove Community Plan	Target facilities to the needs and requirements of local populations.
Air quality	Air Quality Management Action Plan	Opportunity to tackle underlying reasons for poor air quality in parts of the District.
Changing economy	County Economic Summary (Monthly)	Opportunity to redevelop economy and make Bromsgrove a place business want to come.

Objective	Indicators	Targets	Origin of Issue / Opportunity
<b>Social Objectives</b>			
The provision of housing to meet local housing needs	<ul style="list-style-type: none"> <li>• Housing Completions</li> <li>• Provision of affordable housing</li> <li>• Average property price against average earnings</li> </ul>	<ul style="list-style-type: none"> <li>• Meet Regional housing requirements</li> <li>• Exceed targets set in Housing needs survey</li> <li>• Decrease gap between house prices and earnings</li> </ul>	The Council monitor housing completions on a biannual basis. Regional Planning policies requires the District to provide housing for local needs. A recent housing needs survey identified a shortfall in affordable housing.
An improvement in the health and well-being of the population	<ul style="list-style-type: none"> <li>• Life expectancy</li> <li>• Percentage of population describing their health as good</li> <li>• Percentage of residents with limiting long term illness</li> <li>• Access to a GP</li> </ul>	<ul style="list-style-type: none"> <li>• Increase life expectancy</li> <li>• Increase number of people who describe their health as good</li> <li>• Reduce number of people with long term illness</li> <li>• Ensure everyone has access to GP</li> </ul>	The Census 2001 contains detailed information on the health of the population. The undertaking of the LDF presents an opportunity to seek to improve accessibility to health treatment and access to leisure opportunities that can lead to improved health.

<p>A reduction in poverty and social exclusion</p>	<ul style="list-style-type: none"> <li>• Index of multiple deprivation</li> <li>• Benefit Claimants</li> </ul>	<ul style="list-style-type: none"> <li>• To maintain position of no SOAs in the top 20% of most deprived areas in England</li> <li>• Reduce the number of people claiming benefits</li> </ul>	<p>The Index of Multiple Deprivation 2004 contains seven Domains which relate to income deprivation, employment deprivation, health deprivation and disability, education, skills and training deprivation, barriers to housing and services, living environment deprivation and crime. As such it provides a very good summary indicator of the general well being and of areas of the District</p>
<p>Quality education opportunities for all</p>	<ul style="list-style-type: none"> <li>• Performance of districts Schools</li> <li>• Percentage of school leavers attending Higher Education</li> <li>• Access to primary and secondary schools</li> <li>• Bromsgrove schools PFI Project</li> </ul>	<ul style="list-style-type: none"> <li>• Maintain and improve current levels of performance</li> <li>• Increase numbers of school leavers entering higher education</li> <li>• Ensure everyone of school age in the district has a place in a local school</li> <li>• Ensure the project is completed using sustainable building methods</li> </ul>	<p>The LEA has recently been assessed by OFSTED and received a good rating, inspectors report identified areas for improvement.</p> <p>The new schools provided by the PFI project should be built with all sustainability objectives identified in this report in mind.</p>



Reduce and prevent crime and fear of crime	<ul style="list-style-type: none"> <li>• Number of recorded crimes per 1000 population</li> <li>• Types of crimes recorded</li> <li>• Levels of antisocial behaviour</li> <li>• Levels of people who fear crime</li> </ul>	<ul style="list-style-type: none"> <li>• To reduce all levels of recorded crime and antisocial behaviour</li> </ul>	The recently created Community Safety Partnership collects information through the police on crime rates in the District. A better built environment and reduced deprivation can lead to reduced instances of crime.
Vibrant and locally distinctive communities	(To be Identified)	(To be Identified)	(To be Identified)
Accessible services and opportunities for culture, leisure and recreation for all	<ul style="list-style-type: none"> <li>• Access to a Post Office, Shops and a Primary School in rural areas</li> <li>• Number of visitors to districts tourist attractions</li> <li>• Percentage of jobs in the Tourism sector</li> <li>• Participation in cultural and sporting activities</li> <li>• Hectares of open space per 1000 population</li> </ul>	<ul style="list-style-type: none"> <li>• Ensure where possible everyone has access to Post Office, Shop and Primary School</li> <li>• Increase promotion and development of new tourist attractions</li> </ul>	The District has both rural and built up urban areas. It is important that all residents have access to services wherever they choice to live. The LDF presents opportunities through the designation of land and the safeguarding of existing leisure facilities to protect access to existing facilities and seek the provision of new facilities.

	<ul style="list-style-type: none"> <li>No of sporting pitches per 1000 population.</li> </ul>	<ul style="list-style-type: none"> <li>Ensure current open space is retained and appropriate levels of open space is provided on new developments</li> </ul>	
Increased travel choice and accessibility through integrated transport facilities	<ul style="list-style-type: none"> <li>Number of trips made by public transport</li> <li>Investment in public transport, walking, and cycling</li> </ul>	<ul style="list-style-type: none"> <li>To achieve targets identified in LTP2</li> </ul>	The LDF will need to provide a framework for the closer integration of transport facilities including the protection of land to enable future growth in travel choice.
Reduction in ambient noise levels and incidences of noise pollution	<ul style="list-style-type: none"> <li>Vehicle flows through urban areas</li> <li>Number of noise related complaints received</li> </ul>	<ul style="list-style-type: none"> <li>All new developments will take into account potential noise from surrounding land uses</li> </ul>	<p>The presence of major motorways crossing the District presents localised environmental problems such as noise. Increasing motor traffic levels have increased this problem.</p> <p>The LDF presents an opportunity to put in place a framework to reduce noise pollution.</p>

<b>Environmental Objectives</b>			
Conserve and enhance the District's biodiversity	<ul style="list-style-type: none"> <li>• Condition of SSSIs</li> <li>• Biodiversity action plan targets</li> </ul>	<ul style="list-style-type: none"> <li>• Continued protection and enhancements where necessary</li> <li>• Make every effort to meet BAP targets</li> <li>•</li> </ul>	The District has a special environment that needs protecting to promote biodiversity..
Protect the countryside, Green Belt and best agricultural land	<ul style="list-style-type: none"> <li>• Planning permissions affecting AGLVs / Landscape protection areas and Green Belt locations</li> </ul>	<ul style="list-style-type: none"> <li>• Ensure no harmful development is allowed to take place in these areas, in line with planning policy</li> </ul>	The District has a special environment that needs protecting not just for residents but also those living to nearby urban areas.
Protect and enhance the qualities of the historic environment	<ul style="list-style-type: none"> <li>• Percentage of Built Environment covered by conservation areas</li> <li>• Number of planning applications received for work in conservation areas / on listed buildings</li> <li>• Local list of buildings of architectural merit</li> </ul>	<ul style="list-style-type: none"> <li>• Monitor and change where necessary current conservation area boundaries</li> <li>• Ensure no harmful development takes place within these designations</li> <li>• Continued monitoring and updating where necessary</li> </ul>	<p>The District has a special historic environment that needs protecting and enhancing to give the district a local identity.</p> <p>The District contains over 400 Listed Buildings and have a statutory duty to protect them.</p>

	<ul style="list-style-type: none"> <li>• Buildings at risk list</li> </ul>		
Address the waste hierarchy (reduce, reuse, recycle)	<ul style="list-style-type: none"> <li>• Household waste collection per year</li> <li>• Percentage of Waste Recycled per year</li> </ul>	<ul style="list-style-type: none"> <li>• To achieve Government Targets for recycling and composting of domestic waste by the end of 2003/4, 2005/6, 2010/11 and 2015/16 as a minimum.</li> <li>• By 31 March 2005 the Council will provide a household or kerbside recycling collection to 90% of their properties.</li> <li>• A minimum of 50% of all waste deposited at Household Waste Sites will be recycled/composted by 2005/6 and 55% by 2010/11.</li> </ul>	The Council is rolling out a household recycling scheme. It is important that the momentum generated is continued.
Protect and enhance water quality and maintain sustainable water resource	<ul style="list-style-type: none"> <li>• Quality of rivers, canals, freshwater bodies</li> <li>• Number of planning permissions granted on Flood plains or major aquifers</li> </ul>	<ul style="list-style-type: none"> <li>• Continued protection and enhancement</li> <li>• No planning permission should be granted where evidence suggests it would increase the risk of flood.</li> </ul>	While no major rivers flow through the District the Worcester to Birmingham Canal passes north / south through the District. Also a number of brooks and streams flow through the District. Many of

	<ul style="list-style-type: none"> <li>• Number of new development incorporating SUDS</li> </ul>	<ul style="list-style-type: none"> <li>• Encourage developers to incorporated SUDS and other water saving / cleaning methods within all new developments</li> </ul>	<p>these streams have been hidden away in culverts. This represents the dominance in parts of the District of the built environment over the natural environment. A balance that needs to be readdressed.</p>
Optimum use of previously developed land to support regeneration	<ul style="list-style-type: none"> <li>• Percentage of new development on Previously developed land</li> </ul>	<ul style="list-style-type: none"> <li>• Maintain current high percentage of new development on PDL</li> </ul>	<p>Due to the limited supply of previously developed land in the District, it is important that best use is made of what previously developed land does become available.</p>
Increased energy efficiency and a reduction in greenhouse gas emissions	<ul style="list-style-type: none"> <li>• Number of new developments with energy efficient design</li> <li>• Transport related emissions</li> <li>• Industry related emissions</li> </ul>	<ul style="list-style-type: none"> <li>• Encourage developers to included energy efficiency measure in all new schemes</li> <li>• Monitor and reduce where possible all harmful emissions</li> </ul>	<p>The District has a moral obligation to put in place a framework that enables a reduction in the emission of greenhouse gases.</p>

Improved air quality throughout the District	<ul style="list-style-type: none"> <li>• Number of days per year of air pollution</li> <li>• Levels of NO2 emissions</li> <li>• Designation of AQMAs and condition of current AQMA</li> <li>• Vehicle flows</li> </ul>	<ul style="list-style-type: none"> <li>• Reduce overall number of days per year with air pollution</li> <li>• Monitor current AQMA and aim to improve air quality</li> <li>• Overall reduction in vehicle flows inline with public transport improvements</li> </ul>	<p>Improved air quality is linked to reducing greenhouse gas emissions and noise quality.</p> <p>The presence of major motorways crossing the District presents localised environmental problems such as air pollution. Increasing motor traffic levels have increased this problem.</p> <p>The LDF presents an opportunity to put in place a framework to reduce noise pollution.</p>
<b>Economic Objectives</b>			
High and stable levels of employment	<ul style="list-style-type: none"> <li>• Unemployment rate</li> <li>• Change in employment over time</li> </ul>	<ul style="list-style-type: none"> <li>• Reduce unemployment</li> </ul>	The District needs a strong local economy so as to prevent outward migration and the associated harmful effects on the

			environment.
Sustainable economic growth and a diverse economy	<ul style="list-style-type: none"> <li>• Employment land supply</li> <li>• Town Centre Vacancy rates</li> </ul>	<ul style="list-style-type: none"> <li>• Meet regional employment land supply targets</li> <li>• Reduce number of town centre properties vacant</li> </ul>	The District needs a strong local and diverse economy so as to prevent outward migration and the associated harmful effects on the environment.
Development of a skilled workforce to meet the needs of business	<ul style="list-style-type: none"> <li>• Qualifications at age 19</li> <li>• 16 year olds with no qualifications</li> <li>• Proportion of population educated to degree level or higher</li> </ul>	<ul style="list-style-type: none"> <li>• Improve the levels of attainment for post 16 students</li> <li>• Reduce the numbers of school leavers with no qualifications</li> </ul>	New jobs require skilled workers. To avoid outward and inward migration the employment needs of the population need to be married to the provision of jobs.
Sustainable use and development of material assets	<ul style="list-style-type: none"> <li>• Reduction to energy use of Council owned buildings.</li> <li>• Reduction in car mileage by employees</li> </ul>	<ul style="list-style-type: none"> <li>• Reduce energy use</li> <li>• Reduce use of motor vehicles</li> </ul>	

The first three tables below assess the compatibility of Sustainability Appraisal Objectives against each other. The following three assess the compatibility of the Sustainability Objectives against the Local Development Framework Objectives. The Social Objectives are SO1 to SO9, the Environmental Objectives EV1 to EV8 and the Economic Objectives EC1 to EC4.

#### Key to Social Sustainability Objectives

- SO1 The provision of housing to meet local housing needs
- SO2 An improvement in the health and well-being of the population
- SO3 A reduction in poverty and social exclusion
- SO4 Quality education opportunities for all
- SO5 Reduce and prevent crime and fear of crime
- SO6 Vibrant and locally distinctive communities
- SO7 Accessible services and opportunities for culture, leisure and recreation for all
- SO8 Increased travel choice and accessibility through integrated transport facilities
- SO9 Reduction in ambient noise levels and incidences of noise pollution

#### Key to Environmental Sustainability Objectives

- EV1 Conserve and enhance the District's biodiversity
- EV2 Protect the countryside, green spaces, green belt and best agricultural land
- EV3 Protect and enhance the qualities of the historic environment
- EV4 Address the waste hierarchy (reduce, reuse, recycle)
- EV5 Protect and enhance water quality and maintain sustainable water resource
- EV6 Optimum use of previously developed land to support regeneration
- EV7 Increased energy efficiency and a reduction in greenhouse gas emissions
- EV8 Improved air quality throughout the District

#### Key to Economic Sustainability Objectives Matrix

- EC1 High and stable levels of employment
- EC2 Sustainable economic growth and a diverse economy
- EC3 Development of a skilled workforce to meet the needs of business
- EC4 Sustainable use and development of material assets



### Sustainability Objectives Compatibility Matrix

Objectives are compatible = +    Possible conflict = /    Mutually incompatible = ~

Compatibility unknown = ?    No impact on each other = (left blank)

Objectives																						
SO1	SO1																					
SO2	+	SO2																				
SO3	+	+	SO3																			
SO4		?	+	SO4																		
SO5	?	+	+	?	SO5																	
SO6	+	?	?	?	?	SO6																
SO7	?	+	+	+	?	+	SO7															
SO8	?	+	+	+	?	+	+	SO8														
SO9	?	+			?	?	?	+	SO9													
EV1	/	?		?		?	?	?	?	EV1												
EV2	/	+	?	?	?	?	+	?		+	EV2											
EV3	/	?	?		?	+	+			+	+	EV3										
EV4	/		?							+	+		EV4									
EV5	/									+	+		?	EV5								
EV6	/	?	+	?	+	?	?		/	/	+	/	+	?	EV6							
EV7	/	+	+	?		?		+	+	+	?		+	?	+	EV7						
EV8	?	?	?	?		?		+	+	+	?		?		/	+	EV8					
EC1	?	+	+	+	?	+			?	?	/	?	?	?	+	/	/	EC1				
EC2	?	?	?	?	?	+	?	+	?	/	/		?		?	/	?	+	EC2			
EC3	?	+	+	+	?	+				?	?							+	+	EC3		
EC4	/	?	?	?		?		+	+	+	+	+	+		+	+	+	/	?	?	EC4	

## **Key to Local Development Framework Objectives**

### **Social Objectives**

- L1 Create communities where people want to live, work and socialise
- L2 Meet the housing requirements of all members of the community
- L3 Ensure the community has accessible healthcare
- L4 Provision of leisure and educational facilities to meet the needs all the community
- L5 Better quality of life through a safer and better designed urban and rural environment
- L6 Promote thriving, balanced, inclusive and sustainable rural communities
- L7 Ensure all members of the community have a viable choice of transport options
- L8 Seek an improvement in retail opportunities and choices throughout the District

### **Environmental Objectives**

- L9 Protect our existing special natural environment
- L10 Promote biodiversity enhancement
- L11 Conserve and enhance the local built heritage
- L12 Promote the enhancement of existing areas of conservation
- L13 Seek to identify and protect further areas of historical and natural importance
- L14 Seek to reduce travel and promote an improvement in sustainable transport options
- L15 Promote efficient use of the earths resources and promote renewable energy
- L16 Maintain the principles of Green Belt designation

### **Economic Objectives**

- L17 Maintain a high and stable level of employment by supporting economic modernisation
- L18 Improve peoples access to job opportunities in new technologies
- L19 Ensure opportunities for growth are linked to meeting the needs of the community
- L20 Enable schemes that promote sustainable tourism
- L21 Ensure sufficient sites are provided to ensure sustainable economic growth
- L22 Provide positive support towards rural diversification
- L23 Encourage cross-border economic linkages

### Sustainability Objectives and Local Development Framework Objectives Compatibility Matrix

Objectives are compatible = +    Possible conflict = /    Mutually incompatible = ~

Compatibility unknown = ?    No impact on each other = (left blank)

Objectives	L1	L2	L3	L4	L5	L6	L7	L8	L9	L10	L11	L12	L13	L14	L15	L16	L17	L18	L19	L20	L21	L22	L23
SO1	+	+	B	B	B	+	B	B	/	?	?	B	B	+	B	/	B	B	?	B	B	B	B
SO2	+	?	+	+	+	+	+	+	+	?	?	?	B	?	B	B	?	?	?	B	B	B	B
SO3	+	+	+	+	+	+	+	?	B	B	B	B	B	?	B	B	+	+	+	?	?	?	B
SO4	+	B	B	+	B	+	B	B	B	B	B	B	B	?	B	/	B	B	?	B	B	B	B
SO5	B	?	B	?	B	B	?	B	B	B	B	B	B	B	B	B	?	?	?	B	B	B	B
SO6	+	+	+	+	+	+	+	+	?	?	+	+	?	B	B	/	+	+	+	+	?	+	?
SO7	+	B	+	+	+	+	+	+	?	?	?	B	B	+	B	?	B	B	B	+	B	B	B
SO8	+	B	B	?	B	+	+	?	?	?	B	B	B	/	/	?	?	+	B	?	B	B	B
SO9	+	B	B	B	+	+	/	?	+	B	B	B	B	+	?	B	/	?	?	?	?	?	B
EV1	?	/	/	/	?	?	/	/	+	+	B	+	+	+	+	+	/	?	?	+	/	/	B
EV2	?	/	/	/	+	/	/	/	+	+	B	+	+	+	+	+	?	?	?	?	/	/	B
EV3	?	?	B	B	?	?	B	B	B	B	+	+	+	B	?	B	B	B	B	+	B	B	B
EV4	B	?	B	B	?	B	B	B	+	B	B	B	B	B	+	B	B	B	B	+	B	B	B
EV5	B	?	?	B	?	B	B	B	+	+	B	B	+	B	+	B	B	B	B	?	B	B	B
EV6	+	+	+	?	+	+	?	?	+	B	/	B	B	+	+	+	B	B	B	B	B	B	B
EV7	B	/	?	/	?	?	/	/	B	B	B	B	B	+	+	B	?	?	?	?	?	/	B
EV8	+	?	B	B	?	B	/	B	+	+	B	?	+	+	+	+	?	B	/	?	?	?	B
EC1	+	?	B	B	?	+	+	+	/	/	?	B	B	/	/	/	+	+	+	+	+	+	+
EC2	B	?	B	B	?	+	?	+	?	?	B	B	B	?	/	/	+	+	+	+	+	+	+
EC3	B	?	B	+	B	+	B	B	B	B	B	B	B	B	B	B	+	+	+	B	B	B	B
EC4	B	B	B	B	?	+	/	B	+	B	B	B	B	+	+	?	/	?	+	+	?	?	B

SEA Topic	SA Objectives	Indicators
Air	<ul style="list-style-type: none"> <li>● Improved air quality throughout the District.</li> </ul>	<ul style="list-style-type: none"> <li>● Number of Air Quality Management Areas</li> <li>● Population living in Air Quality Management Areas</li> <li>● Traffic volumes on key routes</li> <li>● distance travelled per resident per year by private motor vehicle</li> </ul>
Biodiversity, flora and fauna	<ul style="list-style-type: none"> <li>● Conserve and enhance the District's biodiversity.</li> <li>● Protect the countryside, Green Belt and best agricultural land.</li> </ul>	<ul style="list-style-type: none"> <li>● Achieve Local BAP targets</li> <li>● Percentage of District covered by Green Belt</li> </ul>
Population	<ul style="list-style-type: none"> <li>● A reduction in poverty and social exclusion.</li> <li>● Quality education opportunities for all</li> <li>● Reduce and prevent crime and fear of crime.</li> <li>● The provision of housing to meet local housing needs.</li> <li>● Reduction in ambient noise levels and incidences of noise pollution</li> </ul>	<ul style="list-style-type: none"> <li>● recorded crimes per 1,000 population</li> <li>● Percentage of population entering higher education</li> <li>● Meeting of affordable housing requirements in housing needs survey</li> <li>● Number of people effected by high ambient noise levels</li> </ul>

Human health	<ul style="list-style-type: none"> <li>● An improvement in the health and well-being of the population.</li> </ul>	<ul style="list-style-type: none"> <li>● Years of healthily life expectancy</li> <li>● Increase in physical activity</li> <li>● Percentage of population living within 100m of parks and green spaces</li> </ul>
Soil	<ul style="list-style-type: none"> <li>● Protect the countryside, Green Belt and best agricultural land.</li> </ul>	<ul style="list-style-type: none"> <li>● Percentage of waster disposed at landfill</li> <li>● Percentage of land identified as good quality agricultural land</li> </ul>
Water	<ul style="list-style-type: none"> <li>● Protect and enhance water quality and maintain sustainable water resource.</li> </ul>	<ul style="list-style-type: none"> <li>● Proportion of households with poor water quality</li> <li>● Water course quality</li> <li>● Amount of new developments with Sustainability Drainage Systems</li> <li>● Flood risk</li> </ul>
Climatic factors	<ul style="list-style-type: none"> <li>● Increased energy efficiency and a reduction in greenhouse gas emissions.</li> </ul>	<ul style="list-style-type: none"> <li>● Electricity and gas usage</li> <li>● Electricity generated from renewable power schemes in the District</li> <li>● Energy consumption by resident</li> </ul>
Material assets	<ul style="list-style-type: none"> <li>● Sustainable use and development of material assets.</li> </ul>	<ul style="list-style-type: none"> <li>● Unfit social housing</li> <li>● Tenant satisfaction</li> <li>● Vitality and viability of town centre</li> <li>● Energy use by Council and building performance</li> </ul>

Cultural Heritage	<ul style="list-style-type: none"> <li>● Protect and enhance the qualities of the historic environment.</li> </ul>	<ul style="list-style-type: none"> <li>● Percentage of 'at risk' Listed Buildings</li> <li>● Number of listed buildings</li> <li>● Area of District designated as Conservation areas</li> <li>● Number of vacant buildings</li> </ul>
Landscape	<ul style="list-style-type: none"> <li>● Protect the countryside, green spaces, Green Belt and best agricultural land.</li> </ul>	<ul style="list-style-type: none"> <li>● Percentage of land designated as areas of special landscape character</li> <li>● Resident access to green spaces</li> <li>● Amount of land designated as open space in the District</li> <li>● Percentage of District that is designated as Green Belt</li> </ul>